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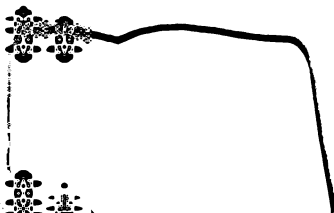
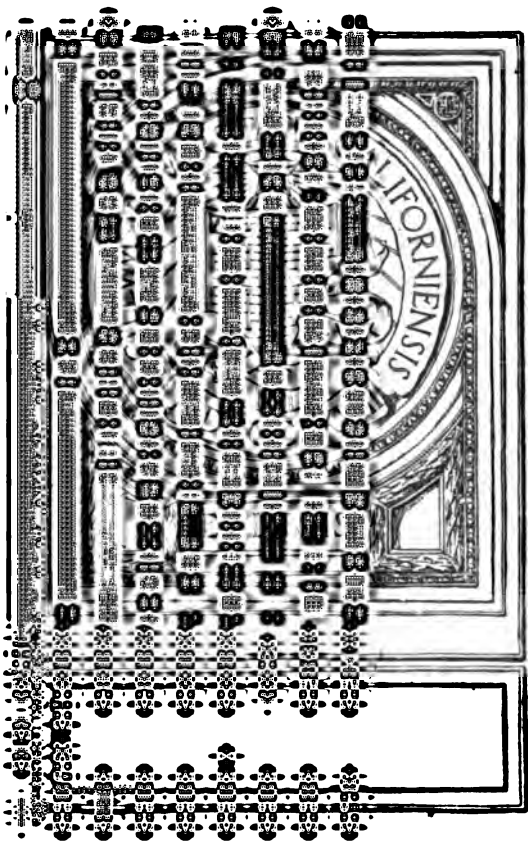
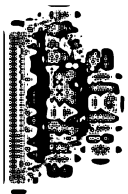
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**PUBLICATIONS
OF THE
NAVAL HISTORY SOCIETY
VOLUME II**

FANNING'S NARRATIVE
BEING
THE MEMOIRS OF
NATHANIEL FANNING

FANNING'S NARRATIVE

BEING THE
MEMOIRS OF NATHANIEL FANNING
AN OFFICER OF
THE REVOLUTIONARY NAVY
1778-1783

EDITED AND ANNOTATED
BY
JOHN S. BARNES
LATE LIEUTENANT COMMANDER, U. S. N.

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Annals

The Preface to this volume was written in 1910 and the editing of the Narrative was almost completed before the death of the Editor in 1911

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EDITOR'S PREFACE

THE narrative of Nathaniel Fanning, which is here republished by the Naval History Society, forms the earliest known autobiography of a man who served with John Paul Jones as an officer on the *Bon Homme Richard*, *Serapis*, *Alliance*, and *Ariel*. Having been a prisoner of war in England, he was exchanged, made his way to France, and enlisted on the *Bon Homme Richard* at Nantes, in March, 1779. He was appointed a midshipman by Jones, and, by his own account, was additionally employed by Jones as secretary or clerk.

The biographers of Jones have made but scant use of the narrative. Mackenzie, in his life, says that he makes "guarded use of it"; at the same time, he quotes from it frequently. Buell, in his life, pretends to quote from it, but his so-called quotations are pure inventions, not one word of which is to be found in the narrative. He states that his quotations are from an edition published in New London, Connecticut, in 1825, enlarged and corrected from the original edition, also published in New London in 1806.¹ No such editions were ever published in

¹ At the time of this publication the Editor informed Mr. Buell of his error regarding Fanning, to which he made no reply. His book is, however, so replete with pure fabrications, inventions, falsifications, that it can only be classed as an interesting romance through which runs but a slender thread of truth, and its title a misleading assumption unworthy to be called a history. Buell's death occurred before his exposure as a romanticist.

EDITOR'S PREFACE

New London or elsewhere, and it is plain that Buell never saw the narrative. Buell also states that Fanning was alive in 1846, and drew prize-money in that year for his services on the *Bon Homme Richard*. He probably bases this upon the statement in Sherburne's life (New York, 1851), that sixty-six dollars was paid to Nathaniel Fanning in that year. The fact is, that Fanning died in Charleston in 1805, then fifty years of age; the prize-money paid was probably given to some relative or heir claiming it under the act of Congress awarding prize-money at that late date to the officers and crew of the *Bon Homme Richard* and *Alliance*.

The second title-page of Fanning's narrative, in 1808, which replaced the original one of 1806, first disclosed the author's name. That Fanning's book should have been published anonymously will be accounted for by a perusal of it. Jones was at that time a popular hero in this country and abroad, and it may reasonably be supposed that in 1806 Fanning's heirs did not desire that his name as its author should appear, as his comments upon his old commander's private character, and the scandalous stories he relates of Jones's conduct on shore, might have involved him in serious trouble with the survivors of the times of which he wrote.

Upon Fanning's death, his heirs or representatives probably found among his effects the manuscript, and printed it as if for the author, with the title-page of 1806, and with the dedication to his friend John Jackson. Two years later the title-page was replaced by that of 1808,¹ which was pasted upon one of the fly-leaves, the dedication and twenty-four pages were

¹ This title-page is here reproduced on opposite page. The title-page of 1806 will be found at the beginning of the Narrative itself.

MEMOIRS
OF THE
LIFE
OF
CAPTAIN NATHANIEL FANNING,
AN
AMERICAN NAVAL OFFICER
WHO SERVED DURING
PART OF THE AMERICAN REVOLUTION
UNDER THE COMMAND OF
COMMODORE JOHN PAUL JONES, Esq.
AND WHO LATELY DIED AT CHARLESTON
IN THE
SERVICE OF THE UNITED STATES

—•—
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NEW YORK PRINTED.

1808.

EDITOR'S PREFACE

expurgated, and the book then offered for sale.¹ The type, pagination, and paper of both are identical.

The extremely rare copies of either now to be found would show that a very limited number were printed, and few got into circulation.

In his preface, Fanning attributes the lack of literary merit in his narrative to his "having had but barely a common education," and having no pretensions to scholarship, having followed the sea for his livelihood all his life. Yet it will be seen that he had no small opinion of his literary abilities, in that he indulges in descriptions of scenes and places; the habits, manners, and appearance of the people with whom he was associated or met; discusses political events bearing upon the relation of the colonies with the European powers, with the ignorance of exact facts that naturally comes from his limited opportunities or sources of information. He even goes so far as to incorporate in his narrative a novel, founded upon the experiences of an acquaintance with the hero and heroine of the story, which occupies pages of his narrative, and which nothing less than a vain confidence in his powers as a writer could have led him to print. The tale is a silly love-story, and has been ruthlessly omitted here as it is in the expurgated copy. However, it is apparent that Fanning was a close observer of the events in which he participated, and his relations of them are full of interest. He states that he kept a diary or journal on which he depends for the marked accuracy of the dates and transactions, always corroborated by the short logs of the

¹ The Editor has seen only one copy of the narrative with the substituted title-page, which is in the library of the Boston Athenæum.

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ships upon which he served. At the same time, the elaborations of these events are naturally due to his recollections, which, as he was only fifty years of age, must have been vivid and clear.

All of the reliable biographers of John Paul Jones—Sherburne, Sands, Mackenzie—and the Edinburgh publication of 1830, have based their histories upon the voluminous correspondence of Jones, which has been preserved, and the greater part of which is now in the Congressional Library.¹ The story of the finding of much of it in an ash-barrel in New York by Mr. Ward, and the transmission of the great bulk of Jones's papers by his will to his sister, Mrs. Taylor, and the bringing of them to this country by Miss Jeannette Taylor, his niece, is related in the prefaces to the several lives referred to, where the principal letters, reports, and statements of Jones are printed in full, and cover all of the events in his life which have made him famous.

The action between the *Bon Homme Richard* and the *Serapis* has been described by him many times. Naval historians have accepted his account as the most truthful and accurate—indeed, the only one of any importance. Lieutenant Dale is said to have given his story to Sherburne, entirely from memory, in his extreme old age. Lieutenant Henry Lunt has added to the log of the *Serapis* an account of the battle. With these exceptions, Fanning's circumstantial account of the fight which made Jones famous the world over, is the only one written by a participant.

Jones and Dale describe it from their standpoints as

¹ From time to time there have come to light many of Jones's letters that could not possibly have been seen by any of his biographers. He was a prolific letter-writer and prided himself upon his English and style.

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captain and first lieutenant, while Fanning does from his, in the more humble position of a midshipman stationed in the main-top, where, with fifteen marines and four sailors, he claims to have been largely instrumental in bringing about the surrender of the *Serapis*, by casting the bomb which created the explosion on her gun-deck.

The story of the fight as told by Fanning occupies nearly twenty-one pages of his narrative, and is the most circumstantial and detailed account in existence. In all essential particulars it does not greatly vary from Jones's or Dale's relations. Allowances must be made for his youth, his subordinate position, and for the possible and probable exaggerations of the value of his own services. His own preface sufficiently explains the crudities of his narrative as well as the coarseness and vulgarity of his expressions, not uncommon with the sailors of his period, even those of higher rank and in more important commands.

His references to the official relations of Jones with the several governments and their representatives are evidently based upon his recollections of Jones's correspondence, which, as his secretary or clerk, passed through his hands, as well as upon gossip and rumors which prevailed in gun-room and steerage, and in the resorts of seamen on shore—known in those days, as now, as "galley news."

It will be remembered that the Jones correspondence and his reports were not made public in 1806, and little or none of it could have been at Fanning's disposal. With the exception of André's life of Jones,¹ no real

¹ *Mémoires de Paul Jones, écrits par lui-même en Anglais et traduits sous ses yeux par le citoyen André.* Paris, An VI (1798).

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biography of Jones was in print, therefore the narrative must have been drawn from his journals and from his memory of his personal experiences.

Nathaniel Fanning was born in Stonington, County of New London, State of Connecticut, in the year 1755. He was the eldest of eight sons of Gilbert Fanning of that town. The second son, Gilbert, and his brother Thomas, were captured while on a cruise in the privateer *Weasel*, and were confined in the Jersey prisonship, on which loathsome hulk Gilbert died. Thomas Fanning, through the intervention of his uncle, Colonel Edmund Fanning,¹ commanding a British regiment in New York, was released from the prisonship, was exchanged, and returned to his parents in Connecticut. All of the others followed the sea, and in 1830 were all deceased except Edmund Fanning, a namesake of his uncle, and a celebrated navigator and explorer in the Pacific Ocean. From the preface of his voyages round the world, this account of the Fanning family is taken.²

In 1838 Edmund Fanning published another book,³ largely devoted to discussing the origin of the Wilkes Exploring Expedition, of which he claims to have been the principal instigator, and that he should have been its commander. His comments upon this expedition are of great interest. In addition to relating the several

¹ This Colonel Edmund Fanning, the uncle of Nathaniel and Edmund, was a loyalist, entered the British service, commanded a British regiment in New York, was promoted to the rank of general, and died at his residence in Portman Square, London, in 1813.

² *Voyages Round the World, with Selected Sketches of Voyages to the South Seas, etc.*, performed under the Command and Agency of the Author, etc., etc. By Edmund Fanning. New York, 1833.

³ *Voyages to the South Seas, Indian and Pacific Oceans, North West Coast, etc., etc.* By Edmund Fanning, author of "Fanning's Voyages." New York, 1838.

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voyages of the ship Hope to the Fiji Islands, and of the ship Tonquin, with the narrative of the massacre of the crew, and the blowing up of the Tonquin by Lieutenant J. Thorn of the United States Navy, Edmund Fanning proceeds to give:

"An account of the Noted and Bloody Naval Battle fought on the 22d of September, 1779, between the Good Man Richard, under the command of John Paul Jones, and the Serapis, commanded by Captain Parson, by an officer in the United States Navy to whom chance gave a station in that battle, that conspicuously tended to the Victory. With the gallant Captain Parson's honourable and liberal remarks to Captain Jones on the result."

Edmund adds in a note:

"It is believed, that such a particular and correct account of this noted battle has never yet been presented to the public. *It was found among this officer's papers after his decease.*"

Then follows the account, evidently made up from, or constructed upon the account in, the narrative, but not to be recognized in any respect as copied from it. Edmund apparently attempts to improve upon his brother's narration—omits much of it, alters the phraseology, and, in fact, makes an entirely different story, while keeping closely to the general facts. Edmund further states that he found among his brother's papers the following certificate to the American Congress, which "was forwarded to his Excellency President Van Buren, and will no doubt rest on the files in the Department at Washington":

"CERTIFICATE TO CONGRESS

"I do hereby certify, that Nathaniel Fanning, of Stonington, State of Connecticut, has sailed with me in the station of midshipman eighteen months, while I commanded the Good Man Richard, until she was lost in the action with the Serapis, and in the Alliance, and Ariel

EDITOR'S PREFACE

frigates. His bravery on board the first-mentioned ship, in the action with the *Serapis*, a King's ship of fifty guns, off Flamborough Head, while he had command of the main top, will, I hope, recommend him to the notice of Congress in the line of promotion, with his other merits.

"JOHN PAUL JONES.

"*L'ORIENT*, (IN FRANCE) December 17th, 1780."

In concluding this chapter, Edmund Fanning adds this note:

"This brave and gallant officer, Lieutenant Nathaniel Fanning, of the United States' Navy, (a brother of the author of Fanning's *Voyages*,) mentioned in this certificate, and bloody battle of unusual carnage, like the ever-to-be-lamented and notedly-brave Commodore O. H. Perry, of U. S. Navy, was brought to the grave by an attack of the yellow-fever, while on active duty in command at the United States' naval station at Charleston, S. C., on the 30th day of September 1805."¹

But the curious feature of Edmund Fanning's statements regarding his brother, is that in 1838, when the lives of Jones by Sherburne and Sands, and the Edinburgh life, were well known and extensively circulated, he, his brother's heir, and in possession of his brother's papers, including the narrative in manuscript, should not have made more extensive and exact quotations from it, or at least have referred to it. Nathaniel died, as he states, in 1805. The imprint of the original book is 1806. Therefore, as the book was printed after Nathaniel's death, it follows that Edmund, who had considerable experience as an author and publisher, procured its first printing, but preferred, for obvious

¹ This year, during the second administration of President Jefferson, was marked by the abandonment of an active naval policy. Ships were sold; officers discharged; dockyards closed. Fanning was probably given a civil appointment in charge of what remained of a naval station at Charleston. He was never regularly commissioned as an officer of the navy.

EDITOR'S PREFACE

reasons, to conceal the name of the author; but later, in 1808, printed the new title-page, with Nathaniel's name as the American naval officer whose life and exploits were recorded.

It can only be surmised that the book, with either title-page, was withheld from general circulation by Edmund Fanning, as attested by its extreme rarity to-day.

His reasons for withholding the book may have been, and probably were, because of the grave charges against the personal character of Jones, and the grossness of his expressions, as well as the recital of personal adventures that were unfit for publication, and which Edmund Fanning, himself a prominent writer upon maritime voyages and South Sea explorations, did not think would add to the family credit, particularly at a time when the Wilkes Exploring Expedition brought him prominently before the public as its originator and claimant for the command of it.

The Editor is convinced that Edmund Fanning had the original book printed in 1806, later supplied the title-page of 1808, and later still destroyed the entire issue, except a few copies, which got into a very restricted circulation.

The narrative shows, in a measure, the peculiar relations existing, during the years 1779-81, between the revolted colonies and the powers of Europe, and the nature of the cruises made by vessels which, as privateers, sailed from Dutch and French ports, alternately under the American and French flags, commanded by Americans or Frenchmen, under commissions or warrants issued by our ambassadors, many having been signed in blank by John Hancock, President of Con-

EDITOR'S PREFACE

gress, and sent out to Benjamin Franklin, who filled in the names of those to whom they were given.¹

None of the subordinate officers on the *Bon Homme Richard*, *Alliance*, or *Ariel* held regular commissions or warrants issued by Congress. All probably were merely appointed by Jones himself, mostly from exchanged prisoners of war; Dale himself being first enlisted as master's mate. It does not appear that Fanning had any other appointment than that conferred by Jones's certificate.

¹ The original commission of Gustavus Conyngham, which naval historians unite in stating was lost, dated March 1, 1777, signed by John Hancock, President of Congress, and Charles Thompson, Secretary, was one of these commissions, and was found in Paris, and is now in the possession of the Editor.

NARRATIVE
OF THE
ADVENTURES
OF AN
AMERICAN NAVY OFFICER,
WHO SERVED DURING PART OF THE
AMERICAN REVOLUTION
UNDER THE COMMAND OF
COM. JOHN PAUL JONES, Esq.

— — — — —
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NEW-YORK:
PRINTED FOR THE AUTHOR.
.....
1806.

PREFACE.

THE author of the following pages, at the time they were first written, never intended that they should appear before the public eye. But through the earnest solicitation of a number of friends, who having read his Journal, from which the following sheets have been compiled; he has been induced (together with a view of opposing the zeal with which certain characters in this country have strove lately to debase the American name, by branding it with the epithet of coward, poltroon, '*not so brave as an Englishman*,' and the like; which has often sounded in the ears of the author,) to change his intentions, and to commit the whole to the press. He pledges himself, that he has in the compilation, kept truth on his side. That the perusal will meet with the entire approbation of every one, is not to be expected; but it is hoped that the reader will forbear censuring the author too much, as he does not pretend to be a scholar (in regard of style or orthography) never having had but barely a common education; having followed the seas for a livelihood from his early youth upwards to the present time. However, the manner of writing, or the style, may suit the reader, as coming from the pen of an experienced sailor; he flatters himself that the public will condescend to give it a kind and favourable reception. In the mean time, he has the honour to be

The public's most obt. servant,

THE AUTHOR.

DEDICATION.

TO JOHN JACKSON, Esq.,

SIR,

AFTER a careful perusal of the following pages, written, as you know, by an old navy revolutionary officer; you have consented that he should dedicate them to you. This is a proof of your attachment to the principles on which our Independence was founded. The active part which you took in the revolutionary war, on the side of the Americans, and your unabated zeal for Republican principles ever since that period, enables you to distinguish its true friends. In consequence of this, you have thought the present work interesting to the rising generation in the United States, and have recommended its publication. Wishing you every happiness this world can afford;

I remain,
with sentiments of esteem,
your very obedient, and
most humble servant

THE AUTHOR.

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NARRATIVE, &c.

HAVING been born 1755, in the state of Connecticut, and in the early part of the American Revolution for independence, I imbibed the idea that the struggles between Great Britain and her American Colonies would eventually prove to the advantage of the latter. In full belief of the same, I took an active and decided part in favor of my country.

After having made two successful cruises against the English, I embarked on a third at Boston, on the 26th day of May, 1778, on board the brig Angelica, William Dennis, commander, a new vessel, mounting sixteen carriage guns, and carrying ninety-eight men and boys, on a six months' cruise against the enemies of my country. We sailed from Boston on the same day on which I embarked (it may be well perhaps to observe that I was only a prize-master on board said privateer.) We saw nothing but a privateer belonging to Salem, which we spoke, till the 31st of May* at noon, when we discovered a sail bearing S.S.E. of us, the wind then being about N. by E. Orders were immediately given by the captain to make sail for her; in a short time after we could perceive with our glasses that she was a ship standing by the wind to the eastward; at 1 P.M. saw that she was a long frigate built ship. All hands were now

* My birthday.

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ordered to quarters and prepare for action; at 4 P.M. we were near enough to distinguish the chase from a *Janet*, a merchantman, which we at first view supposed it to be. In consequence of our being convinced that she was an English ship of war, we jibed ship and hauled on a wind to the westward, but too late, as the ship immediately hove in stays, run out her guns, and gave us chase in her turn, and in about three quarters of an hour more she came along side of us, and obliged us to haul down our Yankee colours, and proved to be the *Andromeda* frigate of twenty-eight guns, five days from Philadelphia, and had on board as a passenger the celebrated general Howe, of Bunker Hill memory, and was bound to Portsmouth, in England. The enemy soon obliged us to abandon the poor *Angelica*, and conducted us on board the *Andromeda*, where we were all paraded on the quarter deck in presence of their great and mighty general, who asked us a number of insignificant questions; among which was, 'If we were willing to engage in his majesty's service?' We having answered pretty unanimously in the negative, he then upbraided us with these words: 'You are a set of rebels, and it is more than probable that you will all be hanged on our arrival at Portsmouth.' The master at arms was then ordered on the ship's quarter deck, who soon made his appearance, and under the pretence of searching our baggage for concealed knives; he, with some of his comrades, very dexterously conveyed our said baggage out of sight, so that we saw nothing of it, or any part thereof afterwards. This was the more astonishing, as it was done under the general's eye; who ordered us all to be confined in the ship's hold. We soon began our march for this young *hell upon the seas*, and on our

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way we were ordered by some of the Jack tars to halt; who began to strip us, saying, or rather accosting us with these words: 'd—n my eyes, shipmate, but you have got a d——d fine coat there—fine hat—fine shoe buckles—fine jacket—fine breeches, etc.' but taking care to land these expressions with an oath. In short every thing that we then had was fine to them; and after saying, 'Come, come! ship mates, these fine things will only be a plague to you, as the climate is very hot where you are bound,' (meaning the ship's hold;) they then without any further ceremony fell to work and stripped us of our clothes. There happened at this juncture to pass by a midshipman, who said, 'That is right lads, strip the d——d rebels, and give each of them a frock and trousers, those will be good enough for them to be hanged in!' We were, according to his orders, stripped, and after being furnished with frocks and trousers, we continued our march till we were shoved headlong into the aforesaid *hell upon the seas!* Two sentinels were then placed at the mouth thereof to prevent our running away! Here they kept us fasting during twenty hours, and then sent us our small pittance of provisions, which was no more per man per day than two thirds of the allowance of a prisoner of war: however, it was in vain we petitioned for redress to the captain of the ship, and to general Howe; they were deaf to our complaints, and answered that we were treated with too much lenity, being considered as rebels, whose crimes were of such an aggravated kind that we should be shewn no mercy. The enemy at about nine at night set the Angelica on fire, and she soon after blew up, and the ship continued on her course for England.

The next day after being confined in the frigate's

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hold, a plan was set on foot by our surgeon to make ourselves masters of her; this met with the approbation of all, to appearance; and we agreed to put it in execution on the third of June, at half past eleven at night, or to die in the attempt. However, in the meantime the surgeon had frequent conversations with the forecastle men and sentinels, who agreed all as one to join us. We had by this time pretty severely felt the effects of the heat in our confinement in the ship's lower hold upon the haul up deck (a temporary one laying over the water punchions, ballast, &c.) as we were obliged from the excessive heat to go stark naked, only when we had occasion to go upon deck, which we were allowed to do only one at a time, and once in twenty-four hours. I have often, while confined in this young hell, being almost suffocated, crawled into the wings of the ship, and got my nose to the air holes before I could fetch breath. In fine, we all suffered so much here we were willing to be all cut to pieces in our intended attempt, rather than suffer in this dismal place any longer. The most of the ship's crew at this time were so much affected with the scurvy, that we had no reason to expect any great opposition to obstruct us in our intended design; as we had some arms, cutlasses, &c. secretly conveyed down to us by persons who were in league with our surgeon.

Our plan being now ripe for execution, and the surgeon having been upon deck the two preceding nights, by consent of those who kept sentinel over us, they being in the plot; he had observed that the greater part of the watch were almost all the time fast asleep; so that it was very probable that we should not have met with a very warm reception. But an unforeseen casualty en-

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tirely frustrated our plan. About nine at night, on the third of June, when we were all prepared and in high spirits; having as we thought, arrived almost to the height of our wishes, as we saw nothing then to hinder our taking possession of the frigate. One Spencer, captain Dennis' clerk, stole upon deck and made known to the general our plot; presently after the marines and sailors were all armed, and so great was the panic among both officers and crew that they were almost ready to believe that we were masters of their ship. However, the lower hatches were immediately thrown on and barred down; and now it was that we began to think seriously that we should very soon die in a heap, as the heat became intolerable; and to complete our sufferings, orders were given by this great and mighty general, to give us only as much provisions as would serve to keep us alive and to deal out to us no more water than half a pint per man per day; this was British humanity to a witness! However, as we were lodged upon the water casks, over which was laid a temporary deck, we, with a kind of proof-glass got a sufficiency; but as to provisions it was next to none. However, as there was nothing but a partition of plank between us and the general's store-room, we fell upon an expedient to augment our *stores*; as we had frequently beheld the captain's steward and general's servants from between the shifting boards abaft the pump-well, drawing off wines and other liquors, and only securing the bungs of each cask with their fingers; getting white biscuit out of one keg; neats tongues out of another; raisins out of another; hams out of a cask they were stowed in; mess beef out of tierces; and in fine, this *store-room* contained almost everything agreeable to the taste, and

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in great plenty. On the evening of the 5th of June, at 10 at night, one Howard, a native of Rhode-Island, a bold and enterprising fellow, declared he would not that night close his eyes until he drank some Madeira wine; and that he would be the person who would run the hazard of losing his life in order to serve us all, if we could make a breach, so that he could get into the said store-room. Accordingly we went to work, and soon found that one of the shifting boards abaft the pump-well was loose, and that we could ship and unship it as we pleased: when it was unshipped there was just room enough for a man to crawl into the store-room already mentioned, which Howard no sooner saw than he improved the precious occasion, and in he went; and presently after desired one to hand him a mug or can, with our proof glass; a few minutes after he handed me back the same full, saying at the same time, 'my friends, as good Madeira wine as ever was drank at the table of an Emperor.' I took it from his hands, and being very dry, I drank about one third of it, which was I judge about half a pint, and then gave it to my fellow sufferers. The can thus went round merrily till we were all but Howard, what may be called decently drunk; and Howard, after having secured us some eatables of several kinds, and likewise putting the shifting boards in their place, retired to the general rendezvous upon the haul-up-deck. Thus we lived like hearty fellows, taking care every night to secure provisions, dried fruit, and wines, for the day following, until the frigate came to anchor in Portsmouth, and that in pretty large quantities, without being beholden to our enemies' bounty, and without their knowledge. However, that they might not suspect this conduct of ours, we used to

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snatch at the small pittance of provisions allowed us when they dealt it out to us as if we were half starved, and at the water they allowed us the same. On our way to England the frigate lost part of her crew with the scurvy; but as for us, the general, as well as the captain and his officers, were astonished on the score of our being all brave and hearty. The former even expressed himself in this manner; 'What, are none of them d——d Yankees sick!' Somebody made answer, not one. 'D——n them, (says he) there is nothing but thunder and lightning will kill them.' This was reported to us by the captain's steward, and one of the general's servants.

At length on the last day of June, 1778, we arrived at Portsmouth, when the quarter-masters were ordered down into the cable teers to see them clear, in order for letting go the anchors. But I had forgot to mention one circumstance relating to the sailors of the brig Angelica confined in the frigate's hold; it was this; they got, during our confinement, as much old Jamaica spirits as they wished to drink, by boring a hole through the bulk head upon the larboard side of the pump-well, into a large butt which stood against the partition, and by means of quills drew spirits whenever they wanted.

But to return to the quarter-masters. As soon as they came into the hold, upon the haul-up-deck, they began to accost us in this manner: 'Well, ship-mates, how have you fared the passage?' said one of them: 'D——n my eyes, Bob, but these Yankees look d——d well; I guess they found their way into the general's store-room—what say you, Bob?'

'I don't know Jack, but d——n me, if I don't wish the devil had run a hunting with them all, before they had

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popped themselves in our way; for blast my eyes, but they have deprived us of many a good drink of Madeira, as well as old Jamaica *stingo*. Well, Bob, I think the poor devils (as the general says) will soon die with the *narrows*, as the Irishman's father did:—so d——d *narrow* that he could not get his head out!

The ship came to anchor about 4 P.M. and early the next morning we were all ordered to make our appearance upon the quarter deck; thus paraded, the captain told us to get ready to go on board of a better ship; 'That is she,' at the same time pointing to the Princess Amelia, 'on board of which you are to be hanged, without my gracious sovereign is pleased to pardon some of you, which I do not think will be the case, as your offences are of the blackest kind.' After this short harangue we were shoved headlong into the ship's boats, which lay waiting along side for our reception, and conducted to a place called Hazel hospital. On our way thither they rowed us under the gallows of 'Jack the Painter,' which stood upon a point of land; and then the officer who had the command of the boats ordered his men to lay upon their oars, and told us we should fare the same fate as him who you see hung in irons yonder; at the same time pointing to the gallows on which he hung. This object of British triumph appeared to be dressed in black with his hat upon his head, and silver shoe-buckles in his shoes. His crime was, setting fire to the Navy dock-yards in Portsmouth, which destroyed a great quantity of materials intended for the use of the British Navy, &c. On our arrival at Hazel hospital we were interrogated one at a time by the commissioners of the admiralty; some of whom although young looking men had hair nearly as white

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as snow. Some of the questions which they asked were these: 'Where was you from, and where bound when captured? what force? by whom taken? who commissioned your privateer?' It is to be observed that these commissioners treated us with no abusive language; no imperious or domineering threats; on the contrary, they assured us we should be kindly used as prisoners of war; that as it appeared to them that we had been robbed of our wearing apparel, we should be furnished in a few days with each a decent suit at the King's expense, (which, however, was not done.) After we had got through with our examination, we were marched to Fortun prison* and there committed 'for piracy and high treason.' This prison lies about two miles from Portsmouth harbour and was built for an hospital in the reign of Queen Ann, for the accommodation of sick and wounded seamen. It is in two large spacious buildings, separate from each by a yard large enough to parade a guard of an hundred men, which number the officers and soldiers consisted of while I remained there a prisoner. The buildings thus separated, the northermost was occupied by the under officers, sailors and marines; and the southermost by the officers of somewhat higher grades. It is a very convenient place for prisoners of war, as there is a spacious lot adjoining the prisons containing about three quarters of an acre of level ground, in the centre of which stands a large shed or building, open on all sides to admit the free circulation of air; under which were seats for our accommodation when the weather was hot and sultry. The large yard, to prevent the prisoners from escaping, was picketed in on all sides; these were planted in the ground about two

*In Gosport, near Portsmouth.

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inches asunder, and about eight feet long. It would be very easy for the Americans to make their escape from hence even in the day time, were it not for the peasants, who were always lurking about here, followed by their great dogs, and armed with great clubs. The reader will observe, this was the fact with regard to the American prisoners; and upon the report of one of us having made his escape, I could see sometimes seventy or eighty in a few minutes in search of their booty, beating the bushes, running to and fro, from ditch to ditch, till they had got fast hold of the poor Yankee, who was thus led in triumph to the old crab; (a nick-name given to the agent for American prisoners of war, who resided near the prisons.) He was very old and ugly, and used to creep over the ground not unlike a large crab. He was also very boisterous and ill-natured towards all of us, and in the sequel the reader will perceive, that to this was added cruelty and revenge. These peasants or country people, had five pounds sterling for taking up an American who attempted to make his escape; but they obtained only half a guinea for securing a French prisoner.* The first two months of my imprisonment here, I received from the hands of the Rev. Mr. Wren, every Monday morning, two shillings and six pence sterling per week, during which time I made out to live pretty comfortable, but when this source was gone, and no longer existed, which was soon after the fact, I lived truly very miserable, not having any more provisions and small beer during the twenty-four hours than would serve for one meal: this allowance was dealt out to each prisoner, being but three quarters of what was allowed

*The French prisoners of war were confined in a prison hard by ours.

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to common prisoners of war; this however our good friends, the English, even thought too much for rebels: I say our small pittance of provisions was dealt out to us every day at twelve o'clock; mine I used to destroy, or rather devour it at one meal, and not have enough to satisfy the cravings of hunger.

Now it was that I felt the disagreeable feelings of going part of the time half starved; and have often picked up bones in the yard, and begged others without the walls of the prison, of people who lived near thereto; with these, by digging out the inside of them with a sharp pointed knife, I have partly satisfied the severe craving of an hungry appetite, which have often tasted to me more delicious than any thing I have ever tasted since my liberation from this dismal confinement. Great numbers of the country people made it a custom to come and see us every day; but more particularly on Sundays; sometimes they would amount to a thousand and upwards: and on some of those days, many of which would make use of the following expressions, at the same time observing us very attentively: 'Why, Lard, neighbour, there be white papple; they taulk jest as us do, by my troth; there's a paity such good looking papple shou'd be troused up by our grate men, &c (Troused—hanged.)

One day the following inhuman action took place here; an officer who mounted guard over us with his men, to the number of about an hundred; and who it seems, were determined before they were relieved, to be the death of some of the rebels, as they expressed themselves to this effect to one of the turnkeys, who afterwards told it to one of us. Accordingly, to make some pretence, the officer, who I think was a captain, went

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into the guard-house and got a red hot poker, with which he fell to burning the American prisoners' shirts, which they had hung upon the pickets to dry. It may be well here to observe, that the owners of these shirts had not a second to their backs; so that they begged the officer in a very civil manner, not to be so cruel as to burn all the shirts which they had; he would not however listen to their entreaties, but kept on his villainy. The American prisoners seeing this, ran to the pickets, and snatched away their shirts, (but without making use of any abusive language) which so enraged this son of old beelzebub, that he ordered the sentinel to fire his musket in among us, who instantly obeyed, and killed one man dead, and wounded several; at this time there were not less than three hundred Americans in the yard. This done, he ordered the guard to parade and fix their bayonets; they then rushed among us and drove us into prison and had the doors locked and barred, to prevent a revolt of the prisoners. The next day a jury was summoned, who met at the old *crab's* dwelling-house, and after some deliberations, gave in their verdict *manslaughter*; although it was proved by more than twenty witnesses, who were inhabitants of Gosport, that the sentinel who committed this murder, after having discharged his piece, loaded it in an instant, and threatened to fire upon us again if we did not shut our mouths; thus ended (to the shame and confusion of the British character) this tragical event. Soon after this, Mr. Hartly, then a member of the British parliament, a very plain man, and who was said to be a great friend to the Americans, came to see us, talked familiarly with us, and gave us encouragement of our being exchanged soon: this was about the middle of November, 1778; but we put so little confidence in what he told us, that

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we imagined he only did it to amuse us, having so often heard such kind of stories from people who came to visit us. The hardships we had already experienced, and the thoughts of remaining in close confinement, perhaps for years, wrought so powerfully upon us, that we came to the determination of (the only way in our power) *digging out*. Accordingly, as we were shut into the prisons from sunset to sunrise, we occupied ourselves in the night, when all around was quiet, in undermining the prison walls, in order to effect our escape, which proved effectual to great numbers: however, many who attempted this mode of escape, especially such as had not money enough to bear their expenses as far as London, a distance of about seventy-five miles, were taken and brought back to their old confinement; but were obliged to suffer the extra punishment of lying in the black hole* forty days and forty nights: (as long as Satan was suffered to tempt our *Saviour*.) In this place the American prisoners were allowed nothing but bread and water to subsist upon; many nevertheless, succeeded in making their escape even from this place by digging out, and crossing the channel to France, in small boats called *wherrys*. Those who had continued in the black hole till the expiration of the forty days, were allowed the liberty of the yard as before; being first entered upon the Agent's books as deserters, and not to be exchanged till the very last. This was a great mortification to many, as will be seen in the end; for some of them, in consequence of their desertion, remained here prisoners of war three or four years thereafter: in fact, a few of them were not released from prison until the peace.

It will not, perhaps, be here amiss to mention what

*A kind of dungeon.

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was done with so much dirt and stones, taken out of the great number of holes dug by the prisoners; which I will inform the reader, so far as has any relation to those under the prison where the officers were confined, and where I was. The dirt was partly lodged in an old stack of chimneys nearly in the centre of our prison; the fire-places below having been for years before stopped up, and we were lodged upon the second and third floors. The chimney aforesaid being white-washed, we used when our work was finished for the night, to paste a piece of white paper over the hole where we emptied the dirt into the hollow of the chimney. The dirt, &c. was put into small canvas bags, by those who were employed in digging under ground, and from thence passed from one to the other until it was at the place of deposit, where it was emptied, and then passed back to be filled again, where the diggers were at work. This kind of work began generally about 11 o'clock at night, when all was still excepting the sentinel, who would from time to time cry, 'All's well,' and last till about 3 o'clock in the morning; at which time the hole in the chimney was closed as before related, and all of us would retire to rest. After a while the chimney was filled with dirt and stones; however, we soon found another place to deposit what we took out of the holes: this was in the garret of the prison, underneath the floor. It was lathed and plastered, through which we made a hole large enough for a man to get through into the garret, here we put several cartloads of dirt and stones, and the hole was secured in the same manner as the one before mentioned in the chimney.

In the prison where the American officers were confined was a number of French officers, who had been

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taken in the American service, two of whom were tolerable scholars, and amused themselves in teaching the Americans the French language.

I had myself acquired a considerable smattering of it before I left the prison; so much so, that I could converse with the French gentlemen who were our fellow prisoners. In the other prison, where the subaltern officers, seamen and other Americans were confined, there were regular schools kept, in which the masters taught reading, writing, arithmetic and navigation. Numbers of the Americans,* who, when they were captured by the English and shut up in Forton prison, did not know how to *read*, and many others who could not write, so that in fact it was a most fortunate circumstance in the whole course of their lives: (I mean that of their being taken and committed to this place.) The attention and application which most of them paid to their studies, was really commendable. The officers in the prison where I was confined, amounted at one time to about three hundred and sixty-seven, out of which number there were about one hundred and thirty-eight who made their escape, and got over to France, in the course of twelve months; all these crept through the holes dug, as before mentioned. In the night, while a certain number were busily employed in digging and in passing the bags of dirt and gravel to the place of deposit; others were employed in dancing (after the sound of the violin, as we had among us several fiddlers.) The room where we used to exercise in this manner was large and spacious, with a fire place in the centre of it.

*Many of these have since been advanced to the rank of masters of vessels: otherwise had they never seen Forton prison, they never would have been more than sailors.

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Upon the second floor, and directly over the English officers' guard-room, so much noise was made sometimes, that the guard would be turned out, the turnkeys called up to open the prison doors, and the guard would then rush into the prison, and find all the lights put out, every man in his hammock, the bags &c. secured and all quiet, when after threatening of us in the most abusive language, that if we made any more noise we should all be thrust into the black hole, they would retire as wise as they came. We however, as soon as all was hush, once more would turn out and repeat our common exercise. Several times in the course of a single night the guard would repeat their visits in the way I have related, and would always find us in our hammocks.

The hall in which we slept, was upon the second floor (next room adjoining the dancing, or keeping room) about two hundred feet long, and about forty in breadth; upon each side of this spacious hall was arranged our hammocks; hooks were affixed in the sides of the hall and in two rows of posts, about eight feet from the sides, to which our hammocks were suspended in the night; but during the day, they were hung up to the walls on each side; this made room in great plenty for walking and other kinds of exercise. The hammocks, to each of which was added a king's rug (cover laid) a straw bed and pillow of the same kind, furnished each prisoner, at the King's expense; these had generally been before used in hospitals, and on board of prison-ships, and were full of *knits* and *lice* so that in fact we might have been called a lousy set of fellows; and the first thing to be seen every morning as soon as it was light, were naked men sitting upon their breach, in their hammocks, lousing themselves. Could we have obtained

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only the eighth part of a farthing for every louse so killed, from the government, and the money punctually paid us every day, we should have left prison as rich as Jews! One circumstance which occurred during my confinement here ought not to be forgotten; several of the prisoners were taken suddenly sick and removed to the hospital; some of these died with strong symptoms of having been poisoned. This created a general alarm among the prisoners; some of whom believed the same game was playing here, as had been done on board the old Jersey, a prison ship near the city of New-York; there held by the British, and on board of which ship, we had heard that thousands of our countrymen had died.* Various conjectures were agitated from whence the cause of this sudden and mortal disease had originated; and after a succession of trials, assisted by several physicians and surgeons who were among us, the poison was traced, and found in our bread; by dissolving which, we found quantities of glass pounded fine. Will any one who is ever so great a stickler for the British King and government; and who has been acquainted with this circumstance, have the arrogance to say anything more about *British humanity*!

A regular complaint was now lodged by the Americans to the proper authority, and some enquiry made; some laid the blame to the agent, he to the baker, the baker to them who furnished him with materials, with which he made his bread; and here this atrocious and murderous transaction ended. However, it is hoped by the compiler of these sheets, that this, as well as the conduct of the British relative to the old Jersey, will

*The number of Americans who died on board of that ship during the American Revolution (as published) exceeded eleven thousand.

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be had in eternal remembrance by the citizens of the United States, so long as the British shall exist as a nation!!! The humane and kind treatment of one person towards the American prisoners, however, ought to be universally known in the United States. I mean an English clergyman, by the name of *Wren*. This good man, at the time, lived in Gosport, not far from Forton prison. His house was an asylum for the Americans who made their escape from confinement; and every one of these, if they could once reach his abode was sure to find a hiding place, a change of wearing apparel and money, if they were in want of it, and a safe conveyance to London, where they would consider themselves in perfect safety; as they could at any time go from thence to France, by the way of Dover and Ostend*. And in order to more fully illustrate the character of this Rev. gentleman, the reader is informed, that before the declaration of independence by the American Congress, large sums of money were subscribed by individuals in England for the benefit of the American prisoners, who were then confined in different parts of that country. The subscription, at one time, amounted to eight or ten thousand pounds sterling; towards which it is said, the queen gave one thousand guineas out of her private purse. This source soon dried up; for no sooner had the declaration of independence arrived in England than the subscription before spoken of ceased altogether. A committee of the subscribers chosen for that purpose had appointed a person at, or near each prison, where the Americans were confined, whose duty it was to distribute the money among the prisoners, according as they should deem to be right and just. Mr. Wren

*Then a neutral port, 33 miles from Dunkirk, in France.

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was the one appointed near us; and I believe he exercised the trust reposed in him, with punctuality. He made it a part of his duty to visit us once a week during my continuance here, and was in the habit of calling us, 'my children.' Besides, when the subscription-fund was entirely gone, he used to go round the neighbourhood, and even where he was not known, to beg clothes and money for us. Often have I experienced this good man's bounty. Frequently some bad characters among the Americans, would accost him with abusive and insulting language, if he did not supply all their wants: his only reply would be, 'have a little patience, my children, and I will endeavour to bring you the next time I come, whatever you are most in need of.'

At length my deliverance from captivity drew near: an exchange of American prisoners was in contemplation; and the Rev. Mr. Wren assured us it would take place in a few days; and as this desired event approached the days and nights seemed to grow longer, and the time more irksome. In short, in the contemplation of which my heart leaped for joy, and my spirits raised above the power of description.

The long looked for day at last arrived; a day which I shall never forget: it was on the 2d of June, 1779, in the afternoon, when the agent's clerk came into the yard and informed us, that one hundred and twenty of us were to go on board a cartel the next morning, in order to be sent to France. He then called over the names of that number, and I found myself included, being the hundred and eighteenth upon the list. And after he had read to us, with an audible voice, his majesty's most gracious pardon, he told us that we must hold ourselves in readiness to go on board of the cartel, then lying at

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the Key, on the west side of Portsmouth. Never I believe was joy equal to what I now experienced. Accordingly, the next morning about eight o'clock, we who had been called over the day preceding, were again called upon to answer to our names, and were paraded in the yard: the rest of the American prisoners, amounting to about four hundred and eighty in both prisons were not permitted to mix with us, and not suffered to come out of their confinement till we began our march, which commenced about 10 o'clock, in company, or rather escorted by about forty British soldiers, and a number of black drummers and musicians, who beat up the tune of Yankee doodle, which they continued playing, till we arrived at the place of embarkation. We left behind several poor fellows, who had been prisoners three years and upwards; and as for myself, I had been one only about thirteen months; therefore, it is easier I think, for anybody to judge than to pretend to describe the mortification of those who had been so long in confinement, on seeing us thus about to taste the sweets of liberty! Methinks some of them would be led to exclaim, O Liberty! O my country! On our march through the town of Gosport, the streets became crowded with people; some wishing us safe to our desired homes; others crying out, that we were a set of rebels, and that if we had had our deserts we should have been hanged: these exclamations were repeated with loud huzzas. On this occasion, I observed that the women were most boisterous; we soon got out of their hearing, and embarked on board the cartel, and hauled off into Portsmouth roads. On the 6th of June we set sail for Nantz in France, and on the 10th following, we came to anchor off Van Boeuf, a

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small town situate upon what is sometimes called the Nantz river, on the West side, and about thirty miles N.W. of that city. Here we disembarked, and as soon as we began to enter the town, great multitudes of the French came to welcome us; even the children appeared to rejoice at our landing; and to demonstrate this, they all joined by singing as they followed us along: 'Bon, bon, bon, cettez Boston rompez auce anglais aux des cannon.' The substance of which in English is: 'Here are the good Bostonians* who beat the English with their great guns.' When we got into the centre of this town, we were met by an American, who was clerk to the American agent at Nantz, who informed us that by the direction of the agent, he had provided lodgings for us, and immediately accompanied us to the hotel De Orleans. It was now nearly 12 o'clock in the daytime; soon after dinner was served up, which consisted of a great variety of dishes; to every cover or plate, was laid a clean napkin, a tumbler, spoon and a silver fork, with four prongs, and the servant girl announced to us that dinner was ready. After we had taken our seats at the table, one of the gentlemen observed, that there were no knives at table, and desired me, as I was the only person in the company that pretended to speak French, to call for some knives. I accordingly bid the girl bring us *des gateace*; 'we, monsieur,' says she, and went out: presently after, she returned with several small molasses cakes which they called gateau. This mistake of mine in pronunciation caused abundance of mirth among my countrymen. I endeavoured all in my power to make the girl understand me, but to no purpose, until I shewed her a penknife; which, on seeing,

* At this time all the Americans in France were called Bostonians.

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she replied instantly, 'Oh monsieur, ce des cauteaux que vous vouliez.' 'O sir, it is knives that you want!' went out of the room, and soon after returned with the number of knives wanted. I mention this to shew my reader how difficult it is for a person who has been taught French among the English, to make themselves understood by the former, when among them, which was the case with me; for it is a fact, that before I left Fortun prison, I could converse with the French gentlemen confined there, upon almost any subject, and was by them perfectly well understood; the reverse was the case with me in France. This very transaction discouraged me for a long time thereafter, from ever attempting to speak the French tongue.

On the 12th, we embarked for Nantz, where we arrived in the afternoon of the same day. I tarried in this city until the 23d, when a purse of money was made up by the French gentlemen, for the Americans who had lately arrived from Fortun prison, which amounted, if my memory serves me correctly, to 215 guineas; besides, they furnished us who were in want, which was the case with nearly all of us, with decent wearing apparel, and were exceedingly kind and humane towards us in other respects. Thus having been furnished with cash, &c., I set off by land for l'Orient, where I arrived the 27th.

This town lies about one hundred miles W.S.W. of Paris: it is a King's port and the harbour is an excellent one for ships of the line, as well as other vessels, but difficult to enter, by reason of a great number of sunken rocks at the entrance, which a very strong citadel commands, called Fort Louis, and which ships, in coming in are obliged to approach within musket shot. I here

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met with the celebrated John Paul Jones, who invited me to go on board of his ship called *Bon Homme Richard*,* then lying in the harbour; as he said he was bound immediately for America and that I might go home in her if I chose, in the capacity of a midshipman. I went on board accordingly, but found by discoursing with some of the officers who belonged to her, that she was bound on a short cruise in the English channel, before she would sail for America. I therefore, as there was no other opportunity of procuring a safe passage home in any other vessel, agreed to go with Captain Jones the cruise; and on the 14th day of August, 1779, set sail from l'Orient.

The squadron of which Jones was the commodore, consisted of the following warlike vessels: vis. The *Bon Homme Richard*, of 40 guns, mounting 6 eighteen pounders upon her lower gun deck, 28 twelves and nines upon her middle gun deck, and 6 six pounders upon her spar and quarter decks. Her crew, including officers, men and volunteers, consisting of four hundred and fifteen, (boys also included in that number) The *Alliance* frigate, of 36 guns, twelves, nines, and sixes, and two hundred and ninety officers, men, and boys. The *Monsieur* frigate, of 22 guns; the frigate *Palais* of 28 guns; the brig *Vengeance*, of 16 guns; and the *Cerf* Cutter, of ten guns.** The commodore, thus lifted above his common sphere, or element, assumed the title of 'Commander in Chief of all the American Ships of war, in Europe.' Before we lost sight of the land, he sent a written message by the Ven-

*The Good Man Richard.

**I do not know the number of men on board of either of these four last mentioned vessels.

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geance, signed John Paul Jones, commander in chief, &c. as above. This was addressed to Captain Babcock, commander of an American privateer, a ship mounting 16 guns, then lying at anchor in the mouth of the river Loire, purporting that captain B. must immediately weigh anchor, get his ship under weigh, and join the squadron under his command, or abide the consequences resulting from disobedience of orders!!! The Vengeance executed this order, and in a few hours returned and reported that the General Mifflin had sailed. On the 16th at night, took a large English ship laden with bales of silk, and other valuable articles, and manned her for France. The same night, Jones had a violent dispute with the captain of the Monsieur frigate, and I apprehended that some bad consequences would have been the result, as all hands were ordered to quarters to engage the Monsieur; the captain of which thought it prudent for him to make sail from us, which he did, and was soon out of the reach of our guns: we gave chase to her, but could not gain on her; this so much exasperated Jones, that he struck several of his officers with his speaking trumpet over their heads, and ordered one of his lieutenants under confinement; that is, to go down to his state-room and there remain till released by his orders: by this time, the Monsieur had got out of sight, and we saw her no more during the remainder of our cruise. Jones by this, had got quite calm, and sent his servant to invite the lieutenant in confinement, to come and sup with him, who obeyed the summons, and even after went to his duty as before. This lieutenant was raised to this station by captain Jones, and of course aided in that capacity only during the pleasure of the latter; which was in fact, the situation of his three

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lieutenants and sailing master, neither of which had a commission or warrant from the proper officer in the United States; and therefore were liable always, when Jones saw cause, to turn them *afore the mast*. It may be well here just to mention, that Jones's former lieutenants, appointed by Congress, and regularly commissioned, had had some dispute with him; in consequence of which they had quit him, carrying away their commissions with them, at the same time. This occurrence took place in Brest, when Captain Jones commanded the *Ranger*, of 18 guns, a United States ship of war; the first lieutenant of which commanded her after captain Jones left her, as I have been informed.

On the 17th, saw the highlands of Dungarvan, upon the coast of Ireland, and a large ship to windward, standing in for the land to reconnoitre the coast. At 4 P.M. the signal was made for the *Alliance* to make sail and see what it was, which was partly executed. The *Alliance* had got nearly within cannon shot, and then bore away to speak us, which she soon after did; and the captain of the *Alliance* told captain Jones that the ship to windward was an English line of battle ship; for, said he, I did go near enough to see her upper battery; to this Jones made but a short reply, calling him a coward. From this time, a most inveterate hatred existed between these two captains, during the remainder of our cruise; and which would break out at times, when there was the greatest need of their being united by the most friendly ties; as the nature of the service, and the honour of the American flag absolutely demanded it. The signal was now made for the whole squadron to chase the sail to windward, but night coming on, she was soon out of sight. We afterwards were

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informed by a fish boat that came alongside, that the ship we had been chasing was an English East-Indiaman. At 8 P.M. we had been set in shore by the current, in such a manner that we were close aboard of the rocks, and as it was nearly calm, several boats were got ahead of our ship, in order to tow her off from the breakers, which was done. At 11 o'clock at night, the barge, which was the head-most boat, with eleven men, and one of our Lieutenants in her, cut from the rest, and rowed with all their might for the shore. The sailing-master was immediately ordered into the cutter, another of the boats belonging to our ship, with twelve armed men, to pursue these fugitives; and were, after they landed, close to the heels of the runaways, when they were all taken prisoners by the Irish: in this manner we lost two good experienced officers, and twenty-two of our best seamen. At 12 at night, there sprang up very suddenly, a terrible gale of wind from the N.E. which lasted about twenty hours; during which, we lost sight of the rest of the squadron, and in the height of the gale, one of our lower deck guns got loose, and came very near being the means of sinking our ship before we could secure it; and even without this incident, if the gale had continued as violent as the latter part of it was, four hours longer, we must inevitably have gone to the bottom; for our ship leaked so bad, that we could not with four pumps constantly at work, keep her free the latter part of the gale; which by the by, was no great wonderment, as she was a ship that had been in the King's service upwards of sixty years; and then was called a ship of the line, as having mounted 64 guns; at the end of which time she was condemned in Brest, as not being *seaworthy*. The East India Company at

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l'Orient, now purchased her, and fitted her for the Indies, where she made two voyages, at the expiration of which, she was again condemned as unfit for service in that trade, and laid up as a hulk in the Bason at l'Orient, among a number of old condemned ships belonging to the King of France. And in fact, at the time, and during the last gale, she almost wrung to pieces, and appeared to have as many joints in her back-bone as a rattlesnake. This was the ship in which Jones often said, he was able to capture an English sixty-four, provided he had fair play for it. The weather at last proved favourable, and we shaped our course for the Lewis's Islands, which lie north of Scotland; as this was the place appointed for the next rendezvous of our little squadron; in sight of which we arrived on the 20th of August. The day following, we captured 11 sail of vessels, one of which being valuable, we put a prize-master and seven men on board, and ordered her for l'Orient in France; the rest we sunk, all being English vessels bound from Ireland to Norway.* On the 22d, saw a large looking ship in shore of us, to which we gave chase, soon after we discovered three more sail in the north west quarter; found we gained upon the chase, and soon came along side of her. She proved to be an English letter of marque, mounting 22 guns, a ship in the service of the British government, last from Leith, and bound for Quebec. She was laden with cables, cordage, and military stores, for the use of the British forces in Canada. She made no resistance, not even firing a gun (for the honour of the British flag) but dowsed her colours as soon as she was commanded to do it. At Meridian the other three sail which we had

*And to the Kingdom of Denmark.

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discovered in the morning joined us, which were the Alliance with her prize (an English ship of war mounting 24 guns, laden with the same kind of articles as the one we had captured but a few hours before, and consort to her;) and the Pallais, also about the same time joined us; and the next morning early we fell in with the brig Vengeance; but she could not tell what had become of the Cerf cutter, the other tender. The squadron now stood in for the Orkney islands after having manned the two prizes and sent them for a port in France. We cruised off these islands several days, during which we took, burnt, and destroyed, sixteen sail of vessels. We then shaped our course for the N.E. part of Scotland, where we arrived soon after, and took seven large colliers* and burnt them. After this we steered towards Edinburgh castle, off which we lay off and on for several days. On the 10th of September commodore Jones had a dispute with one of his lieutenants, and ordered him below under confinement to his cabin, and as he was descending the ladder, kicked him on the breach several times; in half an hour afterwards sent his servant to invite him (the lieutenant) to come and dine with him; the lieutenant obeyed and went. Thus it was with Jones, passionate to the highest degree one minute, and the next, ready to make a reconciliation. Towards night a signal was made for all the captains and lieutenants belonging to the squadron to assemble on board the commodore's ship; and when they were convened the commodore consulted with them relative to a plan which he said he had had in contemplation some time previous thereto; and that he had no doubt in his own mind, provided his officers would unani-

*Ships in the coal trade.

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mously assist him, of succeeding in it. The plan was this; for the whole squadron to move up the river of Leith, wearing English colours, and his officers to wear the English navy uniform, which he had already provided; and in passing Edinburgh castle* in this manner, no suspicion would be entertained by the garrison of our being an enemy. In thus proceeding up said river, the probability was, that we might arrive before the city of Leith and come to anchor, get springs on our cables, and present our formidable broadsides to the citizens, who no doubt would be unprepared to make any resistance, the city being large and rich, being at some distance up a river, and not having any considerable fortifications to protect it from an invading foe, Edinburgh castle being a few miles from it, and which completely commanded the entrance of said river. Further, Jones's plan was, that as soon as the squadron was safe at anchor before the city, and ready for cannonading it, an officer was to have been sent to the city, bearing a flag of truce, whose demand was to be, that the citizens of Leith should pay one hundred thousand pounds sterling in half an hour. This sum was to be collected and transported on board the commodore's ship, at the expense and risk of the said citizens *instantaneously*. Should they find it difficult to obtain so large a sum in so short a time, they were allowed to make up the deficiency in *silver plate*; but in case the terms on the part of the citizens, were not complied with, at the expiration of half an hour, the town was to be set on fire by the squadron with red hot shot, as they were prepared with them; after which we were to retreat or run

*The strongest fortress in Great Britain.

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away by the light of the flames as fast as possible. This plan, as might have been expected, at first met with some opposition, from a majority of Jones's officers, as it appeared to them to be a very rash and hazardous undertaking. For, admitting we could get up the river to Leith, without any difficulty or opposition; yet they said, that the garrison at the castle of Edinburgh, which we would be obliged to pass and repass, might have warning in twenty minutes from Leith; where, provided we succeeded, we should be prevented from going off with our booty. And as this fortress commanded the entrance of the river, and being always well supplied with men and guns, the lower tier consisting of 20 forty-eight pounders, and the upper part of as many twenty-four pounders; and as we should have to pass within point blank shot of so many guns, they could not conceive how there could be even a probability of getting off clear. At length, after many pros and cons, Jones displayed so artfully his arguments in favor of his plan that it was agreed pretty unanimously to put it in immediate execution. Accordingly, all the officers belonging to the squadron were supplied with English navy uniforms, each according to his rank; and when they were thus apparelled the squadron made a stretch in near the castle, the wind then being favourable to run up the river, hove to within gun shot of the same, and made a signal for a pilot, who soon came on board the commodore's ship; the other vessels likewise being each supplied with one, put us in a fair way to proceed up to Leith, but the tide then not serving, we were obliged to lie by a little longer. In the meantime, the English commanding officer at Leith, supposing us to be an English squadron, sent a boat on board the Ameri-

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can Commodore's ship, requesting to know the name of him who commanded the squadron, (accompanied with the English officer's compliments;) the names of the ships, and whether he wanted any assistance of provisions and the like; and if he intended coming up to Leith with his squadron, and if that was not his intention, (he, the governor, had sent by the bearer, an English officer,) a request for a barrel or two of powder, as they had next to none in the fort at said place; further adding, that he understood there were then several American privateers cruising upon the coast, and which had taken several sail of English vessels and that the governor of Leith was fearful that they might come up the river in the night, and make some attempts to destroy the town; which he said might particularly at that time be easily effected, as the greater part of the citizens at that place were under great consternation and alarm, believing such an event quite probable. This message from the governor, particularly the request for *powder*, pleased Jones wonderful well. He therefore sent by the officer, his compliments to the governor, *fictitious names* for his ships and the commanders, corresponding with the names of ships in the British navy, of the size and number of guns as those of his squadron, the captains whereof had already English names assigned them, and by which they were then called.

The British officer having gone away for Leith with a barrel of *powder*, and compliments, as I before observed, and we were only waiting for the turn of the tide, when the following incidents frustrated the whole of Jones's scheme of plundering the city of Leith, ('and like the baseless fabric of a vision,') all his vast projects of wealth and aggrandizement, became at once a shadow

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that passeth away, never more to appear again!!! Just before the tide was to have served, the wind shifted suddenly from the N.E. where it had been blowing some time, into the S.W. which blew down the river very fresh; and about the same time a prize brig, which was then in company with us, and which we had captured while we lay at the mouth of the river, partly manned by Englishmen, ran on shore apparently on purpose, and the whole crew disembarked and ran for their lives, as fast as their legs would carry them. As soon as this was discovered, several boats armed, were dispatched from the squadron to overtake the runaways and bring them back, but to no purpose; for the men belonging to the brig had entirely effected their escape; and as it was apprehended that these deserters would endeavor to reach the castle as soon as possible, with an intention of informing who we were, no time was therefore to be lost; the signal was given for the boats which had been sent in pursuit of the deserters, to abandon the prize brig, which they were attempting to get off, and to return on board the squadron: this being done, the commodore ordered the signal to be made for making sail upon our little fleet, and standing out to sea. This was done without receiving a single shot from Edinburgh castle, although the whole squadron had been for several hours within gun shot of it. On the 11th, took two prizes; put prize masters and men on board of them, and ordered them for Dunkirk, in France.

We now shaped our course for Scarborough, a sea port town in Yorkshire, and situated on the German Ocean, and soon arrived off this port. We cruised here several days, without meeting any thing but small English coasters, and pilot boats: the latter sloops, rigged

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and decked, burthen about fifteen tons. One of these we converted into a small tender; she served us for a decoy, and likewise for to land in, when we had occasion for fresh water and fresh provisions, &c. On the 22d day of September, 1779, at 4 P.M. we discovered a fleet in the S.E. quarter, standing for Scarborough. At 5 P.M. we could plainly discover that this fleet were convoyed by two sloops of war (English) the largest of which taking us to be an enemy, made the signal for the fleet to disperse and save themselves. The two sloops of war then made sail from us, as did also the merchantmen; although they had by this time got pretty near us. Our commodore also made the signal for our little squadron to chase the enemy's fleet by crowding all the sail we could set, soon after the Alliance brought two of them to, who struck their colours.

We had just put the 2d Lieutenant of our ship on board of the small tender, with about twenty men well armed, in order to take possession of these merchant vessels that were the nearest to us, when a fleet was discovered in the Eastern board; the weather clearing off a little about the same time, we could count thirty-seven sail of vessels in that quarter, all apparently standing in for the land. As soon as Jones had taken a peep or two at them with his spy-glass, he expressed himself to his officers, then standing by him upon the quarter-deck, in this manner: 'that is the very fleet which I have been so long cruising for.' He immediately ordered a signal to be made for the squadron to abandon the small fleet, which we were then almost in the possession of, consisting of thirteen sail of vessels, some of which was said to be very valuable. Another signal was made for the squadron to crowd all sail after the fleet in the Eastern

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board, and without waiting for the tender, on board of which was one of his best officers, and twenty of our best men; he appeared to be impatient, till all the sail we could set on board of our ship, the wind then being between the south and west, was spread; and now came on a general chase for the enemy. At half past 6 o'clock P.M. we were near enough to distinguish two of this fleet to be ships of war; one of them had the appearance of a frigate, and the other a sloop of war. These two ships perceiving that we were enemies; and that by our manoeuvring our intentions were to attack them, hove in stays, and stood off the land with a view, as afterwards appeared, of engaging us: while the merchant ships kept hovering in with the land, but could not make a harbour as there was none nearer than Scarborough. At 7 P.M. made a signal to speak the Alliance and Pallais; in a quarter of an hour thereafter, spoke the Alliance, when Capt. Jones, ordered the capt. of her to engage the largest of the two ships of war, in conjunction with the Good Man Richard; and that as soon as he had fired his broadsides, if a favourable opportunity then presented, to board her; and for that purpose to have his men in readiness. He answered, that the Commodore should be obeyed; this was succeeded by three cheers from the officers and crew of the Alliance. Also, ordered the capt. of the Pallais to engage the smallest ship of the enemy, who was now pretty near us; we then had a breeze from the S.S.W. of perhaps six knots. They soon after hove to, and hauled up their courses, and showed St. George's colours.* Our little squadron, drawn up in order of battle, shewed them the thirteen

*A white field or flag with a red cross on it, and the union in the head.

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stripes, colours which we fought under. Soon after the largest of the enemies' ships made a signal in consequence of which her consort, in the twinkling of an eye, set all the sail she could, and endeavoured to make her escape by running to the leeward. The Pallais, agreeable to orders, made sail after her. The Alliance too, disobeying orders, quit her station and ran to the leeward, making all the sail she could crowd; so that we were now left alone; the Vengeance being then astern, and never come into the action, to contend with a ship far superior to ours, as will be seen hereafter.

The command of the main top having been given to me some time before, I was ordered down on the quarter-deck, as was the captains of the fore and mizzen-tops; both midshipmen, and very young, neither of them exceeding seventeen years of age, when we received our orders from Capt. Jones, in person; and which was in substance, that at first and until the enemies tops were silenced, to direct the fire from our tops into the enemies tops, of the musquetry, blunderbusses, cowhorns, and swivels; always taking care to fire into the enemies' top nearest the one we occupied in our own ship; in order, he said, that we might, after silencing the enemies tops* have the fairer opportunity of clearing their decks. The captains of the tops, having received their orders, how to proceed during the action, then, within a few minutes of commencing, mounted to their stations, and drew up into the tops a double allowance of grog for their men. By this time we were near our antagonist, when she hauled down St. George's colours, and hoisted

* It appeared after the action, that the captain of the English man of war had given orders to his top men to direct their fire down upon our quarter-deck, as he knew who commanded our ship.

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the red flag, with the union on the upper corner of it, which the captain with his own hands nailed to the flag-staff: this was told us by some of his officers after the battle; and which fact the captain did not deny, after he was made a prisoner.

Before I proceed to give the reader a relation of the action, it may be well to state the force of the two ships, with the number of men, &c. with the arrangements made on board of our ship before the battle. I have however, in a few pages back given a particular account of the Bon Homme Richard's force; but notwithstanding, the reader, I hope, will not be displeased, when he will here see at one view the correct force, &c. of each ship, which will enable him, let him be of what country he may, to form a tolerable judgment, which had the advantage in this long and bloody battle; the Americans or the English. Besides, the Good Man Richard had since she sailed from l'Orient, lost some of her officers and men by desertion, others by manning prizes, and one lieutenant and about twenty men, who were on board the small tender, and did not come along side the Bon Homme Richard, till after the action was over.

I begin first with the Good Man Richard of 40 guns; viz.

6	eighteen	pounders	upon	her	lower	gun-deck;
14	twelve	do	do	do	middle	do
14	nine	do	do	do	do	do
2	six	do	do	do	quarter	do
2	do	do	do	do	spar or upper	do. viz.
1	in	each	gangway;	and	lastly,	
2	six	pounders	upon	the	forecastle.	

N.B. Several men out of the vessels which we had

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captured, having entered on board of our ship, and others of the same class who would not enter, but chose to fight, which they did, like brave fellows; these last, however, did not exceed seven or eight, so that the whole number of officers, men and boys, on board of the Good Man Richard, at the commencement of the action, did not exceed 380, men and boys. The greater part of these were Americans, I think to the number of 300. The rest were English, French, Scotch, Irish, Portuguese and Maltese, in fact, a perfect medley of different nations.

The Serapis, commanded by Captain Parsons, our antagonist, was rated a 44, but had mounted at the beginning of the battle, 50 guns: viz.

20 eighteen pounders upon her lower gun-deck;
20 nine do do do upper do
6 six do do do quarter do
4 do do do do fore-castle; carrying
in all 305 men, including the officers, and about
15 Lascars (East-Indians)

Disposition made on board of our ship before the battle begun There were stationed

In the main-top, myself, fifteen marines, and four sailors, 20

In the fore-top, one midshipman, ten marines, and three sailors, 14

In the mizzen-top, one midshipman, six marines, and two sailors, 9

On the poop, a French Colonel, a volunteer, with twenty marines (French)

On the quarter-deck, the commodore, a lieutenant-

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colonel, (Irish volunteer) three midshipmen, as aid-de-camps to the commodore, the purser, and a number of sailors and marines.

The sailing-master was occasionally on the quarter-deck, the ship's gangways, fore-castle and poop.

One of the master's mates had charge of the 6 eighteen pounders upon the lower gun deck, where there were also stationed ten men to each of these guns.

The first lieutenant, Richard Dale, was stationed upon the second or middle gun-deck, with the gunner and the other master's mate; these two last acted as lieutenants as occasion required, as we had at this time but one lieutenant on board, as the reader will recollect. The first lieutenant had a sufficient number of men stationed with him, for managing the guns, &c.

The boatswains station was upon the fore-castle, and he had the command of the guns mounted there, and also the fore-castle men.

The carpenter had no particular part of the ship assigned to him, but he was merely told to do his duty.

The rest of the petty officers and crew were placed in different parts of the ship.

I shall now proceed to give a circumstantial account of this famous BATTLE, fought on the night of the 22d day of September, 1779, between the GOOD MAN RICHARD, an American ship of war commanded by John Paul Jones; and the SERAPIS, an English ship of war, commanded by Captain Parsons, off Flam-borough Head, upon the German Ocean.

To proceed then with the thread of my journal, from

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where the two ships were nearly within hail of each other, when captain Jones ordered the yards slung with chains, and our courses hauled up. By this time the Serapis had tacked ship, and bore down to engage us; and at quarter past 8, just as the moon was rising with majestic appearance, the weather being clear, the surface of the great deep perfectly smooth, even as in a mill pond, the enemy hailed thus: 'What ship is that?' (in true *bombastic English stile*, it being hoarse and hardly intelligible.) The answer from our ship was, 'Come a little nearer, and I will tell you.' The next question was, by the enemy, in a contemptuous manner, 'What are you laden with?' The answer returned was, if my recollection does not deceive me, 'Round, grape, and double-headed shot.' And instantly, the Serapis poured her range of upper and quarter-deck guns into us; as she did not shew her lower-deck guns till about ten minutes after the action commenced. The reason of this, I could not learn but suppose they intended to have taken us without the aid of their lower-deck guns. We returned the enemies fire, and thus the battle began. At this first fire, three of our starboard lower-deck guns* burst, and killed the most of the men stationed at them. As soon as captain Jones heard of this circumstance, he gave orders not to fire the other three eighteen pounders mounted upon that deck; but that the men stationed to them, should abandon them. Soon after this we perceived the enemy, by their lanterns, busy in running out their guns between decks, which convinced us the Serapis was a two decker, and more than our match. She had by this time got under our stern, which we could not prevent. And now she

*Ten men were stationed to each of these guns.

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raked us with whole broadsides, and showers of musketry. Several of her eighteen pound shot having gone through and through our ship, on board of which, she made a dreadful havock among our crew. The wind was now very light, and our ship not under proper command, and the Serapis out-sailing us by *two feet to one*; which advantage the enemy discovered, and improved it, by keeping under our stern, and raking us fore and aft; till at length the poor French colonel, who was stationed upon the poop, finding almost all his men slain, quit that station with his surviving men, and retired upon the quarter-deck. All this time our tops kept up an incessant and well-directed fire into the enemies' tops which did great execution. The Serapis continued to take a position, either under our stern, or athwart our bow; gauled us in such a manner that our men fell in all parts of the ship by *scores*. At this juncture, it became necessary on the part of our commander, to give some orders to extricate us from this scene of bloody carnage; for, had it lasted one half an hour longer, in all human probability the enemy would have slain nearly all our officers and men; consequently we should have been compelled to strike our colours and yield to superior force. Accordingly, captain Jones ordered the sailing master, *a true blooded yankee*, whose name was Stacy, to lay the enemies' ship on board; and as the Serapis soon after passed across our fore foot, our helm was put hard aweather, the main and mizzen topsails, then braced aback, were filled away, a fresh flaw of wind swelling them at that instant, which shot our ship quick ahead, and she ran her jib boom between the enemies star-board mizzen shrouds and mizzen vang. Jones at the same time cried out,

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'Well done, my brave lads, we have got her now; throw on board the grappling-irons, and stand by for boarding:' which was done, and the enemy soon cut away the chains, which were affixed to the grappling-irons; more were thrown on board, and often repeated. And as we now hauled the enemies' ship snug along side of ours, with the tailings to our grappling-irons; her jib-stay was cut away aloft and fell upon our ship's poop, where Jones was at the time, and where he assisted Mr. Stacy in making fast the end of the enemies' jib-stay to our mizzen-mast. The former here checked the latter for swearing, by saying, 'Mr. Stacy, it is no time for swearing now, you may by the next moment be in eternity; but let us do our duty.' A strong current was now setting in towards Scarborough, the wind ceased to blow, and the sea became as smooth as glass. By this time, the enemy finding that they could not easily extricate themselves from us let go one of their anchors, expecting that if they could cut us adrift, the current would set us away out of their reach, at least for some time. The action had now lasted about forty minutes, and the fire from our tops having been kept up without intermission, with musketry, blunderbusses, cowhorns, swivels, and pistols, directed into their tops, that these last at this time, became silent, except one man in her fore-top, who would once in a while peep out from behind the head of the enemies' foremast and fire into our tops. As soon as I perceived this fellow, I ordered the marines in the main-top to reserve their next fire, and the moment they got sight of him to level their pieces at him and fire; which they did, and we soon saw this skulking tar, or marine, fall out of the top upon the enemies' fore-castle. Our ensign-staff was shot away,

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and both that and the thirteen stripes fell into the sea in the beginning of the action. This ought to have been mentioned before, but I had so many other circumstances to relate of more importance, and the succession of them was so quick, one close upon the heels of another, that I hope the reader will take this for an excuse. Both ships now lying head and stern, and so near together that our heaviest cannon amidships, as well as those of the enemy, could not be of any use, as they could neither be spunged nor loaded. In this situation, the enemy, to prevent (as they told us afterwards) our boarding them, leaped on board* of our ship, and some of them had actually got upon the fore part of our quarter-deck; several were there killed, and the rest driven back on board of their own ship, whither some of our men followed them, and were most of them killed. Several other attempts to board were made by both parties in quick succession, in consequence of which many were slain upon the two ships' gang ways, on both sides. We were now something more than a league E. by S. from a point of land called Flamborough Head, and in about ten or twelve fathoms of water (and the reader may rest assured, as the *Serapis's* anchor was at the bottom, and her crew not having any leisure time to weigh it,) we remained here until the battle was at an end. At this time the enemy's fleet was discernable by moon-light in shore of us, but could not perceive any of our squadron except the brig *Vengeance*, and the small tender, which lay about half a league astern of us, neither of whom dared to come to our assistance. It had now got to be about forty-eight minutes since the

* Both ships now lay so near each other, that one could step from one ship to the other.

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action began, as near as I can judge, for we had no time to keep glasses running, or to look at our watches. The enemy's tops being entirely silenced, the men in ours had nothing to do but to direct their whole fire down upon the enemy's decks and forecastle; this we did, and with so much success that in about twenty-five minutes more we had cleared her decks* so that not a man on board the Serapis was to be seen. However, they still kept up a constant fire, with four of their foremost bow guns on the starboard side; viz, two eighteen pounders upon the lower gun-deck, and two nine pounders upon her upper gun-deck; these last were mounted upon her forecastle, under cover from our fire from our tops; her cannon upon the larboard side, upon the quarter-deck and forecastle, from the position of both ships, were rendered altogether useless; her four guns which she could manage, annoyed us very much, and did our ship considerable damage. About this time the enemy's light sails, which were filled onto the Serapis's cranes over her quarter-deck sails caught fire; this communicated itself to her rigging and from thence to ours; thus were both ships on fire at one and the same time; therefore the firing on both sides ceased till it was extinguished by the contending parties, after which the action was renewed again. By this time, the top-men in our tops had taken possession of the enemy's tops, which was done by reason of the Serapis's yards being locked together with ours, that we could with ease go from our main top into the enemy's fore top, and so on from our fore top into the Serapis's main top. Having knowledge of this, we transported from our own into the enemy's tops, stink pots, flasks, hand

*Quarter and main deck guns is here meant.

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grenadoes, &c. which we threw in among the enemy whenever they made their appearance. The battle had now continued about three hours, and as we, in fact, had possession of the Serapis's top, which commanded her quarter-deck, upper gun-deck and fore-castle, we were well assured that the enemy could not hold out much longer, and were momentarily expecting that they would strike to us, when the following farcical piece was acted on board our ship.

It seems that a report was at this time, circulated among our crew between decks, and was credited among them, that captain Jones and all his principal officers were slain; the gunners were now the commanders of our ship; that the ship had four or five feet of water in her hold;* and that she was then sinking: they therefore advised the gunner to go upon deck, together with the carpenter, and master at arms, and beg of the enemy quarters, in order, as they said, to save their lives. These three men being thus delegated, mounted the quarter-deck, and bawled out as loud as they could, 'Quarters, quarters, for God's sake, quarters! our ship is a sinking!' and immediately got upon the ship's poop with a view of hauling down our colours. Hearing this in the top, I told my men that the enemy had struck and was crying out for quarters, for I actually thought that the voices of these men sounded as if on board of the enemy; but in this I was soon undeceived. The three poltroons, finding the ensign, and ensign-staff gone, they proceeded upon the quarter-deck, and were in the act of hauling down our pendant, still bawling for 'quarters!' when I heard our

*This was told the gunner by the carpenter, who certainly had a right to know.

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commodore say, in a loud voice, 'what d——d rascals are them—shoot them—kill them!' He was upon the forecastle when these fellows first made their appearance upon the quarter-deck where he had just discharged his pistols at some of the enemy. The carpenter, and the master-at-arms, hearing Jones's voice, sculked below, and the gunner was attempting to do the same, when Jones threw both of his pistols at his head, one of which struck him in the head, fractured his skull, and knocked him down, at the foot of the gang-way ladder, where he lay till the battle was over.* Both ships now took fire again; and on board of our ship it communicated to, and set our main top on fire, which threw us into the greatest consternation imaginable for some time, and it was not without some exertions and difficulty that it was overcome. The water which we had in a tub, in the fore part on the top, was expended without extinguishing the fire. We next had recourse to our clothes, by pulling off our coats and jackets, and then throwing them upon the fire, and stamping upon them, which in a short time, smothered it. Both crews were also now, as before, busily employed in stopping the progress of the flames, and the firing on both sides ceased. The enemy now demanded of us if we had struck, as they had heard the three poltroons halloo for quarters. 'If you have,' said they, 'why don't you haul down your pendant;' as they saw our ensign was gone. 'Ay, ay,' said Jones, 'we'll do that when we can fight no longer, but we shall see yours come down the first; for you must know, that Yankees do not haul down their colours till they are fairly beaten.' The combat now recommenced again with

* His skull was trepanned and he afterwards got well.

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more fury if possible than before, on the part of both, and continued for a few minutes, when the cry of fire was again heard on board of both ships. The firing ceased, and both crews were once more employed in extinguishing it, which was soon effected, when the battle was renewed again with redoubled vigour, with what cannon we could manage: hand grenadoes, stink pots, &c., but principally, towards the closing scene, with lances and boarding pikes. With these the combatants killed each other through the ship's port holes, which were pretty large; and the guns that had been run out at them becoming useless, as before observed, had been removed out of the way. At three quarters past 11 P.M. the Alliance frigate hove in sight, approached within pistol shot of our stern, and began a heavy and well-directed fire into us, as well as the enemy, which made some of our officers as well as men believe that she was an English man of war. (The moon at this time, as though ashamed to behold this bloody scene any longer, retired behind a dark cloud.) It was in vain that some of our officers hailed her, and desired them not to fire any more; it was in vain they were told that they were firing into the wrong ship; it was in vain that they were told that they had slain a number of our men; it was in vain also that they were told that the enemy was fairly beaten, and that she must strike her colours in a few minutes. The Alliance, I say, notwithstanding all this, kept a position either ahead of us or under our stern, and made a great deal of havock and confusion on board of our ship; and she did not cease firing entirely, till the signal of recognisance was displayed in full view on board of our ship; which was three lighted lanterns ranged in a horizontal line about fifteen feet

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high, upon the fore, main and mizzen shrouds, upon the larboard side. This was done in order to undeceive the Alliance, and which had the desired effect, and the firing from her ceased. And at thirty-five minutes past 12 at night, a single hand grenado having been thrown by one of our men out of the main top of the enemy, designing it to go among the enemy, who were huddled together between her gun decks; it on its way struck on one side of the combings of her upper hatchway,* and rebounding from that, it took a direction and fell between their decks, where it communicated to a quantity of loose powder scattered about the enemy's cannon; and the hand grenado bursting at the same time, made a dreadful explosion, and blew up about twenty of the enemy. This closed the scene, and the enemy now in their turn, (notwithstanding the gasconading of capt. Parsons) bawled out 'Quarters, quarters, quarters, for God's sake!' It was, however, some time before the enemy's colours were struck. The captain of the Serapis gave repeated orders for one of his crew to ascend the quarter-deck and haul down the English flag, but no one would stir to do it. They told the Captain they were afraid of our rifle-men; believing that all our men who were seen with muskets, were of that description. The captain of the Serapis therefore ascended the quarter-deck, and hauled down the very flag which he had nailed to the flag-staff a little before the commencement of the battle; and which flag he had at that time, in the presence of his principal officers,

*The hatchways are generally taken off during an action; for this reason, that if anything thrown on board, such as a hand grenado and the like, happens to fall in through the hatchway, it descends down upon the haul-up-deck, where if it bursts it will injure nobody.

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swore he never would strike to that infamous pirate J. P. Jones. The enemy's flag being struck, captain Jones ordered Richard Dale, his first lieutenant, to select out of our crew a number of men, and take possession of the prize, which was immediately put in execution. Several of our men, (I believe three) were killed by the English on board of the Serapis after she had struck to us, for which they afterwards apologized, by saying, that the men who were guilty of this breach of honour, did not know at the time, that their own ship had struck her colours. Thus ended this ever memorable battle, after a continuance of a few minutes more than *four hours*. The officers, headed by the captain of the Serapis, now came on board of our ship; the latter, (captain Parsons) enquired for captain Jones, to whom he was introduced by Mr. Mase, our purser. They met, and the former accosted the latter, in presenting his sword, in this manner: 'It is with the greatest reluctance that I am now obliged to resign you this, for it is painful to me, more particularly at this time, when compelled to deliver up my sword to a man, who may be said to fight *with a halter around his neck!*' Jones, after receiving his sword, made this reply: 'Sir, you have fought like a hero, and I make no doubt but your sovereign will reward you in a most ample manner for it.' Captain Parsons then asked Jones what countrymen his crew principally consisted of; the latter said, 'Americans.' 'Very well,' said the former, 'it has been *diamond cut diamond*, with us.' Captain Parsons's officers had, previous to coming on board of our ship, delivered their side arms to lieutenant Dale. Captain Parsons in his conversation with captain Jones, owned that the Americans were equally as brave as the Eng-

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lish. The two captains now withdrew into the cabin, and there drank a glass or two of wine together. Both ships were now separated from each other, and were mere wrecks; the Serapis's three masts having nothing to support them,* fell overboard with all the sails, tops, yards, rigging, &c., belonging to them, making a hideous noise in the water; they had been shot off by our guns in the early part of the action. The main-mast about one foot above the ship's gangway and quarter-deck; the fore-mast just below the fore top, and the mizzen mast about ten feet above her quarter-deck. Several eighteen pound shot had gone through our main-mast, and most of the shrouds belonging to it were cut away, so that nothing kept it standing but the stoppers, put on them by the quarter-masters, where the shrouds had been shot away. We that were stationed on the main top found it, during a part of the action, a very ticklish situation, from which we were ordered down upon the quarter-deck as soon as the English had struck.

We were now much alarmed on board of our ship in consequence of having two more enemies to encounter with, almost as formidable as those we had but just conquered, viz. fire and water. Our pumps** had been kept going without any intermission for about two hours, and still the water in the ship's hold increased fast. The ship had received several shot in her bottom so low, or so far under water, that it was impossible to find means to stop them up, so that it was reduced to a certainty that she must sink in a short time. The fire had com-

*They were kept standing during the greater part of the action by our yards and rigging being locked and entangled with theirs.

** Four of them.

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municated itself to several parts of our ship (made up with rotten wood, pitch, tar and oakum;) this being the case, the more water thrown on the fire, the more furiously it would burn; in fact the effect was the same as throwing water upon and over a pot or kettle of pitch, tar or turpentine, when on fire. The fire had now penetrated to within the thickness of a pine board to the bulk head of the magazine of powder; it was therefore found to be impracticable to extinguish the fire, or to free the ship of water; for we well knew that one of two things must happen; either the ship would burn down to the water's edge and then sink, or she would sink first. In this dilemma Jones ordered the signal of distress to be hung out, which the Alliance, Pallais and Vengeance observing, sent their boats to our assistance. The powder was now ordered to be got out of our magazine, and that no man should quit the Good Man Richard till every cask of powder was safe on board of the boats then alongside. The English officers were much frightened at this, as was the case with many of us, as the fire was at that moment in and about the powder room, and we expected every moment to be blown into the air. The English officers therefore, assisted us in getting up the powder; and captain Jones encouraged them by telling them that he would not abandon his own ship till every cask of powder was out of her. This piece of service being accomplished in a few minutes, after which Jones and the English officers embarked on board of the boats, and went on board of the Serapis, first leaving orders with his officers to abandon the Good Man Richard after we had got all the wounded men and English prisoners out of her and put them on board of the squadron.

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One circumstance relative to the first lieutenant, by the name of Stanhope,* is so singular, that I am induced to relate the fact: it was this, early in the action he hung himself down by one of the Serapis's stern ladders into the water, so that his body was immersed in water; in this situation he hung with only his head above water during the remainder of the action. It was noticed by one of our officers when Stanhope surrendered among his brother officers, and came on our quarter deck, that he appeared to be entirely wet, and the question was put to him how his clothes came to be wet. He said he had just before the Serapis struck, attempted to sound her pump-well to see how much water she had in her, and fell into it. But the petty officers of the Serapis declared to us, that the fact was as above stated, and was also confirmed by several of the English sailors belonging to that ship.

The Pallais had captured the consort to the Serapis, an English ship of war mounting 22 guns, and called the Countess of Scarborough, after a brisk action, which lasted about half an hour, which two ships now joined the squadron. The Serapis having been pierced with several shot during the action between wind and water was thought to be sinking; consequently, the assistance of the crews of the different ships composing the squadron was demanded on board of the Serapis; the chain pumps on board of her were kept constantly going, and the cranks attached to them were double manned, and were often relieved. Two chain pumps, the num-

*This man, who was said to be a lord's son, was for his bravery on board the Serapis, afterwards appointed to the command of an English frigate. This is proof among many others of a similar kind, that to be promoted by the English government does not always depend upon merit.

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ber the Serapis then had, if kept at work as fast as possible, are allowed to deliver about a ton of water in a minute; the reader may therefore, according to this computation, form some judgment how much water must have been pumped out of the Serapis in four hours, the time taken with the pumps constantly going for sucking her out. The carpenters at this time employed in stopping shot holes, &c.

But to return to the Good Man Richard, where we were busily employed in getting out the wounded, and embarking them on board of the boats belonging to the squadron, when the alarm was given, that the English prisoners, to the number of about fifty, and who had been let out of confinement after the battle, had taken possession of our ship and were running her on shore; and they were at this time absolutely masters of the quarter-deck, spar-deck and fore-castle, and had got the ship before the wind, and her yards squared by the braces, steering directly in for the land, the wind being about east. In consequence of this, another battle ensued, but we having in our possession the greater part of the arms suitable for a close fight, and although they out-numbered us, we soon overpowered them, and again became masters of the ship; not, however, until we had killed two of them, and wounded and drove overboard several others. These last, about thirteen in number, took possession of one of the boats laying alongside of our ship and made their escape to land. After this, the rest of these desperate Englishmen were ordered into the boats and transported on board the Pallais.

I now took a full view of the mangled carcasses of the slain on board of our ship; especially between

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decks, where the bloody scene was enough to appal the stoutest heart. To see the dead lying in heaps—to hear the groans of the wounded and dying—the entrails of the dead scattered promiscuously around, the blood (*American too*) *over ones shoes*, was enough to move pity from the most hardened and *callous breast*. And although my spirit was somewhat dampened at this shocking sight, yet when I came to reflect that we were *conquerors*, and over those who wished to bind America in chains of everlasting slavery; my spirits revived, and I thought perhaps that some faithful historian would at some future period enrol me among the heroes and deliverers of my country. Pardon me, gentle reader, for this involuntary digression, and let this be my excuse, that I felt the spirit which infused courage into my breast on the night of, and during the battle which I have just given you a faithful relation of, even while my pen was tracing the dreadful conflict.

The two prizes were king's ships, and before captured, they were convoying a fleet from the Baltic to Scarborough, in England, consisting of thirty odd sail, not one of which was taken by any one of our squadron, although they were in sight during the battle, and were to be seen by us the morning after near the land, and no orders were given, nor no attempts made by either of our squadron to take possession of any of them. The reason was, that the then wrecked situation of the *Serapis* was such that it required the utmost exertions of all who belonged to the squadron to save this valuable ship.*

*She was a new ship only four months off the stocks, completely coppered and would if preserved make a valuable acquisition to the rising navy of America.

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However, it is certain that had the captain of the Alliance frigate obeyed the orders given to him before the commencement of the action by the commander in chief, which the reader no doubt remembers, the whole of the enemy's fleet must have fallen into our hands; this the English commander acknowledged after the fight. But after this long and hard fought battle was over, it was not thought advisable, for reasons before given, to dispatch either of the squadron to capture any of the English merchant ships.

Having now executed the orders left us by captain Jones, we thought of leaving the Good Man Richard to the mercy of the winds and waves. The wind now blowing a fresh gale at N.E. I went down into the gun room with some others, to see the lieutenants and other officers trunks taken out from thence, and put into the boats. But, good God! what havoc! not a piece of them could be found, as large as a continental dollar! 'Tis true we found several shirts, coats, &c. but so shockingly were they pierced with the enemy's shot, round and grape, that they were of no value. In fact such a large breach was made through and through our ship's quarter and gun room, that provided the ship could have been placed upon the land in a position so as to have buried her in it to her lower gun deck, one might have drove in with a coach and six, at one side of this breach and out at the other, the splinters and pieces of our ship that were here, scattered about upon the deck were in heaps, and perhaps twenty carpenters at work upon wood and timber, would not have made as many in five days constant labour. Upon the whole, I think this battle, and every circumstance attending it minutely considered, may be ranked with propriety, the

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most bloody, the hardest fought, and the greatest scene of carnage on both sides, ever fought between two ships of war of any nation under heaven.

During the action, the enemy threw into our gun room upwards of one hundred eighteen pound cartridges, with a view, as they owned, of blowing our ship up. And even had this took place, the reader will not be mistaken I presume, in his conclusion, that both ships, their officers and crews must have all met the same fate. For if our ship had blown up, laying so near the enemy's, we must have all gone into eternity together, not a single doubt remains in my mind, but this would have been the inevitable result. The officers belonging to our ships, in this action lost all their wearing apparel except what they then stood in, with their trunks, hats, &c. For my own part, the coat I then had on my back, was partly burnt when our main top caught fire; in consequence of which, together with the blackness of my face with powder, I had more the appearance of a *runaway negro*, than that of an American officer. We that were now on board of the Good Man Richard, thought of nothing but of abandoning her, as she was to serve as a coffin for many of my brave country men, who had fought and died in the bed of honour, while they were fighting for our liberty. It was even painful for me to quit forever this ship, on board of which so much bravery had been displayed during this battle; but necessity and self preservation required it to be done, and that promptly, as her lower hold was at this time nearly full of water. We accordingly embarked on board of the small tender,* and soon after reached the Serapis. There captain Jones desired me

*The same I heretofore have spoken of.

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not to get on board of her, but to remain where I then was, take three hands with me and return on board of the Good Man Richard: for said he, I have left in such a part of her cabin, naming the place, sundry valuable papers, and you must go back and get them, even at the risque of your life; but be sure not to make any tarry. After having received such positive orders, I knew it would be in vain to remonstrate, although I was quite sensible it was a kind of forlorn Don Quixote undertaking. I therefore made sail upon my little bark, and shaped my course, but doubting within myself what would be the result. The wind then blew a fresh gale, and there was at the time a pretty bad sea running. I say, I shaped my course for the poor old ship, which was then about a mile from the Serapis; and before I had got out of hail, I was by captain Jones ordered not to run any risque. Arriving alongside of the Good Man Richard, under her guns, we found her lying nearly head to the wind, with her topsails aback, and the water running in and out at her lower deck ports: we shot along under her stern, where we were becalmed. I now ordered the oars to be got out, as I found by her motion, and by her being nearly under water, that she was on the point of sinking; this somewhat staggered me, and I ordered my men who were with me to pull at the oars with all their might. Finding our situation very dangerous, we got off about four rods from her, when she fetched a heavy pitch into a sea and a heavy roll, and disappeared instantaneously, being about two hours after we had taken possession of the Serapis. The suction occasioned by this, together with the agitation of the waters, was so great that it was perhaps a minute before we could be certain whether we were above or under the water, and in consequence of which we

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shipped several hogsheads of water, and if our little barque had not been decked we must have met the fate of the Good Man Richard.

We now attempted to get on board the Serapis, but the gale of wind that succeeded this sad catastrophe prevented us for some time thereafter. The weather became suddenly very thick, in consequence of which we lost sight of the Serapis and the rest of the squadron. The wind increased, and the seas run high, so that we were obliged to get a balance mainsail upon our little bark and heave her to; by this time she leaked so bad that it was not without the greatest difficulty that we could keep her above water. Thus we continued tossed and driven about for about thirty hours, part of that time at the mercy of the winds and waves, at the end of which the wind began to abate and the sea became more smooth. In the whole of this time, we had not on board one ounce of beef, pork, bread nor any kind of eatables whatever, and but one quart of fresh water. Soon after this we arrived alongside of the Serapis, with light hearts and hungry stomachs, where we were received with a hearty welcome and a great deal of joy, especially by the commodore, who had, it seemed, given us over for lost.

The weather soon after fell nearly calm, every officer and man on board the Serapis had full employ (excepting the sick and the wounded) in erecting jury masts, rigging them, &c. For this purpose we got from the Alliance three spare topmasts, and other spars. The former ship had several of the kind, but they were pierced through with shotholes received from the Good Man Richard in several places, which rendered them unfit for this service.

After having called over the roll of that ship's offi-

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cers and crew, by the direction of the commodore, it was reduced to a certainty that we had lost in the late battle, one hundred and sixty-five officers, men, and boys killed, and one hundred and thirty-seven wounded and missing.* Of the wounded, nearly one hundred of that number were thrown overboard from the vessels in the squadron, where they had been conveyed after the action. With regard to so many of the wounded having died, it was probably owing to the unskilfulness of the surgeons who amputated them. The fact was, we had but one surgeon in the squadron who really knew his duty, and that was doctor Brooks, a Virginian; this man was as bloody as a butcher from the commencement of the battle until towards night of the day after. The greater part of the wounded had their legs or arms shot away, or the bones so badly fractured that they were obliged to suffer under the operation of amputation. Some of these poor fellows having once gone through this severe trial by the unskilled surgeons, were obliged to suffer another amputation in one, two, or three days thereafter by doctor Brooks; and they being put on board the different vessels composing the squadron, made it difficult for doctor Brooks to pay that attention to them which their cases required: besides, the gale of wind which succeeded the action, and which I have made mention of, made it altogether impracticable for him to visit the wounded, he being all this time on board the *Serapis*, excepting such of them as were on board of this ship. The gunner, at the close of the action, whom I before noticed, was found among the wounded, and who got well of his wound; but for

*Several wounded men were carried on board the different vessels in the squadron, but these were all included in this account.

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the act of cowardice, which he had been guilty of, by begging for quarters of the enemy during the action, he was turned before the mast, and made to do duty as a common sailor, which was all the punishment he received for his crime.

The *Serapis* was not only dismasted in the fight, but her quarter rails, crane, nettings, and the like, were completely levelled with her quarter-deck; her bowsprit was nearly rendered useless by our shot; as was also her boats, and several of her cannon was in a similar situation having been dismounted. The slaughter, however, among the officers and men was not so great as on board of the *Good Man Richard*. By her muster roll, it appeared that the *Serapis* lost in the action one hundred and thirty-seven of her crew killed, including officers, and about seventy-six wounded; in which number are included near twenty who were blown up at the closing scene of the action by a hand grenado and powder, not one of which recovered: they lingered along for two or three days, and they were burnt in such a shocking manner that the flesh of several of them dropped off from their bones, and they died in great pain.

During the foregoing battle, there were by computation fifteen hundred people upon the land on Flamborough Head and near it, who beheld this scene of human carnage and some of whom I have since seen said that the tops of the nearest ship to the land, which was the *Good Man Richard*, after the first of the action, appeared to the beholders as in a constant blaze of fire.

On the 26th of September, four days after the battle the *Serapis* was in a condition to have sail made upon her. Accordingly we crouded all the sail we could

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and steered for the coast of Holland, in company with the squadron. The next day an English 64, and three frigates, which had been dispatched by the British government to capture us, arrived upon the very spot where the action was fought, and where they got intelligence from a small boat that our squadron was last seen standing towards Holland, towards which they directed their course, and crowded all sail after us.

On the 3d of October, we arrived with our little squadron, off the Texel bar, from whence the commodore despatched his first lieutenant in the barge, with a complimentary letter to the Dutch admiral who commanded several Dutch men of war then at anchor in the Texel Roads, requesting permission for the squadron under the command of the American commodore, then in the offing, to enter the Texel, and come to in the Road. At this time the Dutch were not at war with the English. The lieutenant soon after returned with an absolute refusal on the part of the Dutch admiral, alledging that his masters, meaning their high mightinesses, would not approve of such a measure. By this time the English squadron spoken of above hove in sight; and our ship was certainly not in a condition to go into battle, as we had not men sufficient on board to man our great guns; besides, between decks were filled pretty much with wounded men, and who would be in the way of managing the heaviest cannon we had on board. No time was therefore to be lost; and captain Jones with a presence of mind which never forsook him in the most critical situation, again dispatched his lieutenant and wrote the Dutch admiral, describing in the most forcible manner the danger his squadron was in, and closed this message by telling the Dutch ad-

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miral in spirited language, that if he the second time should refuse to grant his request, he must abide the consequence; for that if he (Jones) had not permission he should nevertheless on the return of his boat make sail and enter the Texel and place himself under the protection of the Dutch admiral. This had the desired effect, and the officer returned on board with a favourable answer from the admiral, and we having previous to that received pilots on board; the signal was made for entering the Texel Roads. The English were at this time but a little more than cannon shot off. Arriving within the Dutch ships of war, the squadron came to anchor in about eight fathoms of water; where, before our ship, (the Serapis) had furled her sails, the Dutch admiral sent his barge, with an officer in her, to compliment captain Jones on his safe arrival, and to beg his company on board the admiral's ship, which I think was called the Amsterdam. As soon as the commodore was seated in his barge the crews of the vessels of our squadron gave him three cheers, and on his return we saluted the Dutch admiral, and he returned the salute. This transaction must have been very gauling to the English on board of their fleet, then lying off and on without the bar, and who must have heard every gun, as they were not more than four miles from us. Soon after our arrival here we obtained liberty from the Stadtholder to land our sick and wounded men upon an island in the bay, the name of which I cannot recollect.

Captain Parsons, with his officers, were paroled upon the Helder by permission of the prince of Orange, about a fortnight after our arrival in the Texel.

Not long after this, captain L——, who had com-

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manded the Alliance, was suspended from his command by the American minister at Paris: This was done in consequence of captain Jones' representation to the former of L——'s cowardice and bad conduct before we arrived here, and he was ordered to Paris. However, before he set out, he sent captain Cotteneau, who commanded the Pallais, a written challenge to fight him: he accepted it, and both went on shore prepared with their seconds, &c. at the Helder, where they fought a duel with their swords. L——, came off victorious, and Cotteneau was very dangerously wounded.

L——, as soon as this was over, sent another written challenge to captain Jones, but the latter, perhaps not thinking it prudent to expose himself with a single combatant, who was a complete master of the small sword, declined accepting the challenge; but answered the man who sent it, by ordering L—— under arrest, who hearing of it, eluded those who were to execute this order, and immediately set out for Paris.

The captain of the Serapis, when taken, had silver plate and other articles in her cabin to a large amount, which according to the rules of war certainly belonged to the captors; but captain Jones, instead of taking the advantage of this, had every article belonging to captain Parsons packed together in trunks, and sent his lieutenant on shore to the Helder, with his compliments to captain Parsons, and with these effects, together with directions for him to accept of them as coming from captain Jones, who had certainly the best right to them of the two (wearing apparel belonging to himself* and servants excepted.) The first lieutenant went on shore,

* Parsons.

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delivered captain Jones's message, and returned with the trunks, &c. and brought a verbal answer from this haughty English captain, purporting that he would not receive the articles in question, by the hands of a rebel officer; but at the same time intimated that he would receive the articles by the hands of captain Cotteneau (who held his commission under the French king) and who was immediately sent for, and directed by captain Jones to carry the articles on shore to captain Parsons.* This commission captain Cotteneau executed, and when he returned back reported to captain Jones that captain Parsons had graciously received the articles, but had not condescended to return any thanks or compliments to the former, which in my opinion shewed a great want of good breeding and politeness in the latter. All the English prisoners on board of the squadron were landed on an island,** amounting to five hundred and thirty-seven, and were here maintained by the American agent then residing at Amsterdam, by special permission of the Dutch government. About the same time, the English minister residing at the Hague, and whose name I think was Sir Joseph Yorke, made heavy complaints to the Prince of Orange, and their high mightinesses, on the score of our being in a Dutch port; and that they had suffered his Britanic majesty's rebel subjects to take refuge in the Texel who had made prizes of two of his Majesty's ships of war; and that the Dutch admiral had countenanced this measure, by protecting the said rebels, otherwise his majesty's ships which were dispatched from England on purpose to capture these rebel vessels, would have

* His sword and pistols were also sent him.

** Near by where we lay.

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taken every one of them. Soon after this there appeared to be a coolness existing between the Dutch admiral and the American commodore, as they did not after this visit each other as usual.

Captain Jones now set off for Amsterdam, and was there well received by the Dutch, and treated with every mark of distinction, which gave great umbrage to the English minister, who had the impudence to require of the Dutch government the delivering up of the two English ships of war, and all the English prisoners then in our possession; and to this he demanded a categorical answer. The Dutch government were intimidated, and wished for time to deliberate upon so important a subject; the English minister was not willing to allow more than three days for the Dutch government to draw up an answer; this the government thought too short a time, and the minister threatened to leave the Hague and embark for England. While at Amsterdam, captain Jones was carressed the same as though he had been in the Dutch service, and they at war with England; in fact he was treated as a conqueror. This so elated him with pride, that he had the vanity to go into the state house,* mount the balcony or piazza, and shew himself in the front thereof, to the populace and people of distinction then walking on the public parade. Not long after this, cartels were fitted up, (at what government's expence I never heard) and the English officers, together with all the English prisoners who had been captured by our little squadron, were embarked on board these cartels and sent to England: whether an equal number of American prisoners to the English were afterwards exchanged for

* A very magnificent building.

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them I know not; but this much I know, that captain Jones assured us this was the case. The crews on board of our vessels at this time were so very sickly that we lost a number of men. We had now begun to repair the *Serapis*, and had employed a number of Dutch carpenters, who, together with our own, were busily at work, when orders were received from Amsterdam from the commodore, who was still there, to Mr. Dale, to get out the jury masts, and that we should have sent us from that place the next day, three new masts to replace those on board our ship which had been lost. Accordingly, carpenters as well as sailors, were immediately set to work in order to get ready for getting in the new masts that were expected. The next day counter orders arrived from the commodore, and the jury were again erected and rigged as before, and preparations were again likewise made for sailing at a moment's warning; in this business the crews of the different ships in our squadron assisted us. The next day fresh orders were received from headquarters, (Amsterdam) the purport of which was to unrig and get out the jury masts again, and make ready to receive the new masts. In fine, orders and counter orders were in like manner and form received on board of the *Serapis* every day for about ten days successively, which kept all hands constantly at work night and day; until at last we received our new masts alongside and got them in their places; got our topmasts on end, our yards athwart and rigged, provisions on board, and were once more ready for sea by the 16th of October;¹ when about ten o'clock at night of the same, the commodore arrived on board from Amsterdam, and gave immediate orders

¹ NOTE BY EDITOR. The date should be November. See log of *Serapis*.

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for all the officers and crew of the *Serapis* to evacuate her and repair on board of the frigate *Alliance*. These orders were executed with as much silence as possible, about midnight; and captain Cotteneau of the *Pallais*, with a set of officers and crew, occupied our places on board of the *Serapis*, and the next morning the French colours were displayed on board of her. A French captain and crew at the same time possessed the *Countess of Scarborough*. All this, it seems, was done by advices having been received from the French ambassador then at the Hague, and the American agent at Amsterdam. This was done to obstruct the evil intentions of the Dutch government, who were about to deliver these prizes into the hands of the English. From the repeated remonstrances made to the Dutch government, accompanied with threats by the English minister, on account of these two English ships of war, taken by his Britannic Majesty's rebellious subjects, it was fully known that the Dutch government had come to a determination to deliver the two prizes in question up to the English. This, as it appeared afterwards, came to the knowledge of the French Minister and the American agent; they sent orders to abandon the two English ships, and to place each under a French captain, officers and crew of the same nation. This manoeuvre completely outgeneraled the English minister, and frustrated the designs of the Dutch government.

The French minister now claimed both prizes, in the name of the French King, of the Dutch; and stated at the same time, that they had been captured by his most Christian Majesty's subjects, and that if they delivered them up to the English, they must be sensible after such a breach of faith on their part, that he should immedi-

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ately quit the Hague ('sans ceremonie') and repair to the French court. The English fleet were still lying off the Texel bar to receive the Serapis and the Countess of Scarborough, as the English minister had acquainted the English commander, which was afterwards known by us from an intercepted letter to the English commander, that the Dutch government had agreed to deliver them upon a certain day. Soon after this the two prize ships having taken advantage of the English squadron's absence from off the bar, they having been driven by a violent gale of wind some distance to the Northward of it, put to sea and arrived safe at l'Orient, in France, together with the rest of the squadron, excepting the Alliance frigate.

Jones having now the command of the Alliance, at this time had two sets of officers actually on board, besides the remainder of the crew of the Good Man Richard, and her officers, and the officers which properly belonged to the Alliance made out the two sets. The whole number of officers and men now on board of that ship, including boys, amounted to four hundred and twenty-seven, nearly all Americans. We now thought ourselves able to take any 44 gun ship in the British navy, and captain Jones took much pains to impress this idea on the minds of his officers and crew.

A journal was found on board of the Serapis, well written, and formerly kept by a midshipman who had belonged to that ship, and who was killed in the late action. It seems by this journal that the young man who had kept it had been in America, and was on board of one of lord Dunmore's vessels, which committed such ravages in the southern states, during our revolutionary war. I must confess that my blood was

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chilled, and my mind struck with horror, in perusing some of the pages of this journal. He vaunted the numerous exploits which he had performed in America against the rebels. It seems by his own story, that he had murdered numbers of decrepit old men and women! * * * * I had a mind at first to have this curious journal printed, to hold up to the view of my countrymen and countrywomen, a specimen of *British humanity*. But, reflecting that this young Englishman might have still living, an aged father and mother, and perhaps sisters too; and that its publicity might wound their feelings; and, notwithstanding the enormities which this young man had been guilty of, his parents, sisters and brothers, might be possessed of all the tender feelings of humanity. Besides, he might have been prompted to commit these horrid deeds by examples set him by his superior officers. And in addition thereto, what finally urged me not to make his journal in detail public, was, conforming myself to the good old adage which says, 'we should never speak ill of the dead!'

We were now ready for sailing, but the British squadron before spoken of blockaded the entrance of the Texel, and we were obliged still to continue in our present situation. The Alliance was now unrigged, her yards and topmasts were got down by capt. Jones's orders; her tops were also got down upon deck, and the carpenters were directed to make new ones, and to make them large so as to hold more men, as Jones had, it seems, a great opinion since the late battle, of having

*The sentences here omitted are too grossly written for reproduction here.

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always several men stationed in the tops of a ship of war. Our main and fore yards were at the same time reduced in bigness, as well as in length; before this, those yards were nearly as large and as square as an English 74's.¹

Two of our midshipmen, Choram and Morant, expressed their wishes to captain Jones to leave the service; and as they had while with him, been only volunteers on board, captain Jones consented, and gave each a certificate, and one was also given at the same time to myself and the other midshipmen, six in number* who had served with him in the late cruise, couched in substance as follows:—

To the honourable the President of Congress of the United States of America.

These certify, that the bearer having served under my command in the capacity of midshipman on board of the Good Man Richard, a ship of war belonging to the United States, until she was lost in the action with the Serapis, an English ship of war of superior force; and since on board of the last mentioned ship and Alliance frigate, his bravery and good conduct on board of the first mentioned ship and while he has been in the service, will, I hope, recommend him to the notice of Congress, and his country, and believing as I do, that

*The names of the Midshipmen of the Bon Homme Richard as per muster roll in the Log Book, were—Reuben Chase—Benj. Stubbs, Thos. Potter—Beaumont Groube—John Meyrant—John Leinthweith—William Daniel—Richard Choram and Nathaniel Fanning.

¹ NOTE BY EDITOR. See log entries.

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he will in a higher station, make a meritorious and deserving sea officer, I subscribe myself to these presents.

(Signed) J. P. JONES.

*Done on board of the United
States frigate Alliance this 10th day
of December, 1779.¹*

It must be here acknowledged that capt. Jones treated his midshipmen with a good deal of respect in some particulars, and in others with a degree of severity. I will mention instances of both, and leave the reader to judge whether my assertions are correct. It was a constant practise with captain Jones every day, to invite two midshipmen to dine with him; there were six of us in all, four of whom were rated upon the ship's books, the other two were only active* midshipmen, and these received no pay for their services. When we went to dine with him we were obliged to appear in the great cabin, with our best clothes on, otherwise we were sure not to meet with a favourable reception from him. He almost always conversed with his midshipmen as freely as he did with his lieutenants, sailing-master or purser; but he made us do our duty. When at sea, he would always, I mean in the day time, have one midshipman aloft to look out, either upon the main top gallant yard or main top gallant cross trees, or upon the fore top gallant yard or fore top gallant cross trees. And it sometimes happened that when one sat upon the topgallant yard, and Jones thought he was not so atten-

* Acting.

¹ NOTE BY EDITOR. It is plain that Fanning states this from memory, not from his own certificate.

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tive as he ought to be in looking out, he would himself let go the topgallant hauyards, and the poor midshipman would come down by the run until the lifts of the yard brought him up of a sudden, and he would, you may be sure, feel himself happy, if he did not by the shock get severely hurt, I had almost said unmercifully. Another piece of duty which he required of his midshipmen, and that was that whenever all hands were called to reef the topsails, or to shake the reef out of them, one midshipman was obliged to be at each yard arm to pass the earings. And whenever this happened, that all hands were called to reef or let reefs out of the topsails, especially when perhaps it might arrive when the greater number of us were asleep in our berths. It was quite laughable to see at such a time, what a scrambling there would be with the poor midshipmen; some would mount aloft without any thing on but their shirt, and perhaps a thin pair of drawers, all with a view of getting upon the weather yard arms. I have myself many a time mounted aloft in this plight. Thus much I presume will suffice for this class of Jones's officers.

The Dutch had lying at anchor in the Texel at this time one 64, on board of which was hoisted the Dutch admiral's flag, several 50's and frigates. On the morning of the 17th of December, the Dutch admiral sent his barge on board of us with an officer, who told captain Jones that the admiral had no orders to countenance the American flag, and I am commanded by him, says he, to tell you that you must immediately get under way and stand off to sea, unless you wish to incur the admiral's highest displeasure. Captain Jones heard this message delivered without appearing to be offended, and dismissed the officer after having treated

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him in a very polite manner, telling him to acquaint the admiral that as soon as the wind was fair, his intentions were to go to sea. At this time the Alliance was the only American ship in the Texel which wore the thirteen stripes.

The English squadron were still cruising in the offing, and were in sight of us almost every day. Notwithstanding this Jones did not like to be thus shut up in port; the active and enterprising genius that possessed his breast could not brook this. Besides, the Dutch admiral tormented him with insolent messages. And at length it became customary for him to send his barge every day with a Dutch officer in her to command us to depart; sometimes this order came accompanied with threats, and at other times with fair words. This farce continued for several days, during which time the wind remained contrary. At last Jones became weary of being thus used, and he in a very passionate manner, sent word to the Dutch admiral that he did not like to be imposed upon; and that although he (the admiral) had the honour of commanding a 64 gun ship, yet if he was at sea with the Alliance, the admiral would not dare to insult him there, in such an abusive manner as he had here done. After this the Admiral sent his barge no more on board of us, till the day on which we sailed from the Texel; at which time he sent his boats to assist us in getting under way, and in working out over the bar. This took place the 28th day of December, about ten in the morning, and at meridian we had got pretty clear of the bar, when we descried two ships in the offing standing directly for us. We soon discovered them to be two ships of war, and they approached us nearly within gun shot, then tacked,

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hoisted English colours, and stood from us.* At the same time all hands were at quarters on board of our ships and my station was in the maintop as before. It is my opinion, that if these two English ships of war had now engaged us, we should have given them *yankee play*; and the night of the 22d of September would have been acted over again. However, it evidently appeared by their manoeuvring that they were afraid of us. We did not alter our course, the wind being fair for the Straits of Dover or English channel, to which place we shaped our course. The two English ships of war kept in sight of us, and we were called to quarters several times during the night past. They kept on dogging us; sometimes they would shorten sail and drop astern of us, and sometimes they would make sail as though it was their intention to come alongside of us and give us battle. And as soon as they saw we were prepared to receive them, they would sheer off and keep out of gun shot. On the 1st day of January, 1780, we were a breast of Goodwin Sands, and saw several English men of war lying within them. Our thirteen stripes now floated over our stern, and we had a long streaming pendant aloft, and an American Jack set forward. I believe those John Englishmen who now saw us thought we were pretty saucy fellows, and they were perhaps the first American colours some of them had ever seen.

At 2 P.M. the two frigates which had dogged us from the Texel bar came very near us, and by their manoeuvring appeared to be making preparations to en-

*We learned afterwards that one of these ships was a 28 and the other a 32 gun frigate, sent express from England to relieve the English squadron off the Texel, and to take us.

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gage us; however, as soon as they had come within long gun shot (for captain Jones had directed those who had charge of our great guns not to fire upon the enemy, until they were within pistol shot,) they immediately tacked ship and stood from us a great distance. After which they tacked ship and stood for us again for some time. We now sailed very quietly along the English shore, it being upon our starboard hand about two leagues, with a fine leading breeze at about N.E. with American colours waving in the air and nearly all sail set, and appeared, to be sure, to bid defiance to old England and her wooden walls. The yankees had now spirit and resolution enough to batter some of them to pieces if they would but give us a fair trial. We had by this time got abreast of the east end of the Isle of Wight, and could plainly see the English fleet of men of war lying at anchor at Spithead. The two frigates which had threatened to give us battle so often now appeared to be resolved to have it realized. Accordingly, the largest ship who appeared to be the commodore's, hoisted his broad pendant, by way of giving us a challenge, and made several signals which we could not understand, and both ships hauled up their courses, handed their topgallant sails, and appeared to be slinging their yards: this now looked like coming to the point in good earnest. On board of our ship we were ready and in high spirits, and every officer, man and boy, to his station. We had shortened sail for the enemy to come up to us, as we had done all along when we thought they wished to come alongside of us. The enemy had now got within musket shot of us, and we expected the action would commence in one or two minutes more—no such thing took place. The enemy,

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as we supposed, frightened at our formidable and war-like appearance, all at once dropped their courses, got on board their fore and main tacks and trimmed their sails by the wind, took to their heels and ran away. We made sail after the cowards, and was fast gaining on them, when we found we were chased in our turn by an English ship of the line which had slipped her cables at Spithead on perceiving that we were an enemy. We could now comprehend what the largest of the two English frigates made those signals for, which I made mention of; it was no less than acknowledging that they were not a match for one American frigate, but that they were pretty well assured they would be able to capture us with the assistance of one of their line of battle ships.

After this circumstance comes to be made public, I hope we shall hear no more braggadocio boastings from Englishmen: such as that of one Englishman being able to beat two Yankees, or that one frigate of 36 guns, officered and manned with full-blooded Englishmen was able and could with ease capture two American frigates in consort, each of 36 guns, and officered and manned with full-blooded Yankees.* These, and the like expressions were quite frequent with them when I was a prisoner among them, both at sea and on shore. The English ship of the line by this time finding we outsailed her took in her steering sails and hauled upon a wind towards the English shore, and we

*I often hear Englishmen make such kind of bombastic expressions in the United States, who on my merely mentioning in their hearing the battle between the Good Man Richard and the Serapis will shut their mouths and walk off humming for some time to themselves as though they did not hear me.

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soon lost sight of her. We cruised several days between Ushant and the lands end of England, during which time we met with nothing but neutral ships and small vessels. We afterwards shaped our course and steered for Cape Finester.

There is one circumstance which I had forgot to mention which is this: During our cruise in the Good Man Richard we had captured several prizes, in consequence of which captain Jones's officers and crew, while we lay at the Texel, thought they had a right to some small advance of money on account of their prize money; particularly the first, who had lost all their clothes in the late action. Captain Jones was petitioned on this account by both officers and men repeatedly, as their wants had become very urgent on account of the severe cold weather; and it appeared to us all to be cruel to oblige us to go to sea in our then almost naked situation. Jones made fair promises from time to time; and at length a few days before we sailed from the Texel we were informed that there was a large sum of money sent on board of our ship from the American agent at Amsterdam; and that it was to be distributed among the officers, men and boys belonging to, or who did belong to the Good Man Richard, but when it came to be divided the officers received only about five ducats a piece, without having any regard to rank, and the sailors, marines, boys, &c. one ducat each (not far from half a guinea.) We were all very much disappointed, but particularly the sailors, some of whom, as soon as they had received each a ducat, in a fit of rage, threw them as far as they could from the ship into the sea. Who was to blame I know not; neither do I know how much money was sent on board of our ship at this

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time. However, it was said, and believed by most of captain Jones's officers, that he had reserved the greater part of this money for himself.

In a few days after this affair, shaping our course for Cape Finester we made the land and the third day after our arrival here we took two prizes laden with powder, lead, &c., which we manned and ordered them both to the United States. And after cruising here several days longer, being in want of water and fresh provisions we put into Coronia, in Spain. While we lay here numbers of the spaniards came on board to see us and our ship. Among them were some of the Spanish nobility, who, when they arrived on board, took much pains to let us know they were of that order by showing the officers as they came upon our quarter-deck their finger nails, which were remarkably long and clean; in consequence of which they expected a great deal of attention paid to them while they remained on board. This port is a very remarkably good one for large ships; the harbour is large, and vessels may here ride at anchor with safety, it being entirely *land-locked*. It lies in Latitude 37.30 north, and in longitude 5.35 west.

We lay at this place about a fortnight, got what provisions and other necessaries which we stood in need of, and then captain Jones ordered the frigate to be got under way; but the sailors refused to assist and declared that they would not do their duty, nor go to sea again without first having received part of their wages then due, or some part of their prize money, which last they said ought to have been paid to them long since, as captain Jones had promised them before we left the Texel, upon his *honour* and *credit* that he would go direct from that place to l'Orient in France, where they

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should soon after our arrival have their prize money paid them; but contrary to his promise he had cruised several weeks at sea without attempting to get into that port. Jones now used every kind of persuasion to the sailors in order to get them willing to go to their duty, but all to no purpose. They remained inflexible, and appeared to adhere to their determination of not going to sea again without money. He then urged his officers to try their endeavours to prevail upon the sailors to do their duty; who at length succeeded by fair promises, &c. with a part of them to get the ship under way. Jones here declared again in the presence of his officers and crew, and pledged his word and honour, that as soon as his ship was clear of the land, she should make the best of her way to l'Orient, the wind being favourable to steer for that port, where he said he wished to arrive as soon as possible. The ship had now got under way and stood out for sea. We had got but a few miles from the land before Jones had his officers convened in the great cabin, where after a short and pertinent harangue, he told them his intentions were to cruise at sea about twenty days before he should proceed to l'Orient; and says he, with a kind of contemptuous smile, which he was much addicted to: 'Gentlemen, you cannot conceive what an additional honour it will be to us all, if in cruising a few days we should have the good luck to fall in with an English frigate of our force, and carry her in with us;' and added 'this would crown our former victories, and our names, in consequence thereof would be handed down to the latest posterity, by some faithful historian of our country.'*

* Jones had a wonderful notion of his name being handed down to posterity.

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We told him we had no objections to cruising a few days longer, had we but clothes to shift ourselves, as he well knew that we had lost all our wearing apparel in the late action excepting what we then had on; that it was the winter season and that he must be sensible we were not in a situation to remain upon deck and do our duty. In fine, we assured him (all being agreed,) that in our present disagreeable circumstances we could not think of cruising any longer; and one of captain Jones's lieutenants added, that his crew were then in a state bordering upon mutiny, and that in his belief we should hazard our own lives by such a procedure.*¹ 'Well then,' says Jones, 'I mean to cruise as long as I please. I do not want your advice, neither did I send for you to comply with your denial, but only by way of paying you a compliment which is more than you deserve, by your opposition. Therefore you know my mind. Go to your duty, each one of you, and let me hear no more grumbling.' He said this in a rage, and with a stamp of the foot, and bade us get out of his sight. We obeyed these absolute commands, and the Alliance continued to cruise seventeen days longer, during which time we saw an English frigate, and came so near her that we saw plainly she was a 32 gun ship, but our crew swore they would not fight, although if we had been united we might have taken her with a great deal of ease. This being known to captain Jones, our courses were dropped, and we in our turn ran from her, and made all the sail we could, by his orders. All this time he

*Our crew at this time were certainly ripe for a revolt.

¹ NOTE BY EDITOR. There are a number of instances of similar revolts or mutinies on the Continental ships for similar reasons.

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appeared much agitated, and bit his lips often, and walked the quarter-deck muttering something to himself. Night set in, and we lost sight of the frigate who was in chase of us. Three days after, we arrived safe in the port of l'Orient, came to anchor and moored ship. Here we found the Serapis with several of our other prizes; this was in February. Soon after we had orders from the American minister at Paris, to get the Alliance ready for sea again with all possible dispatch in order to carry the public dispatches (or mail) to America.

During the last cruise in the Alliance captain Jones's officers who had belonged to the Good Man Richard, and captain L——'s¹ officers often had high words and squabbles with each other in the ward-room; (as I before observed we had two sets of officers on board of the Alliance.) Their quarrels were so frequent that they would sometimes challenge one another, all on account of the cowardice of captain L—— during the late battle. His officers, or those who had served under him, maintained that L—— was as brave a man and had been as often proved as captain Jones. The officers of the latter as strenuously maintained quite the reverse of this; so that our ward-room during the last cruise exhibited nothing but wrangling, jangling and a scene of discord among our superior officers.

We that had belonged to the Good Man Richard until she was lost, now applied to a Mr. Moylan, the American agent here, and who appeared to be the agent in fitting her out from this port prior to her last cruise.

¹ NOTE BY EDITOR. It is somewhat curious that whenever Fanning has occasion to mention Captain Landais, he uses only the initial L——. In the journals he is called "Landy."

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I say, we made application to him for our prize money, who declared to us that he had nothing to do with our prize money, and that we must apply to the board of war in America for it. In consequence of this, a number of Americans became beggars in a foreign country, especially such as had lost their legs and arms in fighting gloriously under the banners of America. Application was sometime afterwards made to the board of war in Philadelphia by several who were interested in this business. When the honourable board declared that the Good Man Richard was not originally fitted out by order of Congress* or any of their ministers, but gave it as their opinion that she was a French privateer. And we were never able to learn after this whether that ship belonged to the French or Americans; but this we knew at the time, that we had fought on board of the Good Man Richard under American colours, and that our prizes were sold in France, and the monies arising from such sales has since been collected, the greater part of which is in the hands of Monsieur Chaumont, who lives in the city of Paris.

Great alterations were now made by the carpenters on board of the Alliance frigate in almost every part of the ship, which put the United States to a vast and unnecessary expense. However, Jones was now so well suited with the command of her that he would have every thing done and altered to please his fancy on board of her; not I presume, regarding what it cost, only as a secondary consideration. The Alliance was however ready for sea by the middle of June, 1780, and only waited for a wind to proceed for America.

*All the dispatches which Jones wrote at the time he commanded that ship were directed to the president of Congress. This is a fact.

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About this time we heard that captain L——, who had commanded this ship had arrived in l'Orient, but it seems he went about that place incog. He soon notwithstanding this, came publicly forward upon the stage and acted the part of a leading character as follows: one day, (I think it was the 23d of June) at 2 o'clock in the afternoon, captain Jones's officers (who were not then on shore) were below at dinner, and captain Jones had gone on shore to dine with the commandant of that place. L——'s officers at this time were nearly all upon the quarter-deck (being no doubt in the plot) of which the first knowledge we (who were below) had of it, we heard above three loud huzzas. Such a sudden manoeuver surprised us, and we got upon the quarter-deck as soon as our legs could carry us. Here L—— was walking fore and aft with a paper in his hand, and the yards were manned. He immediately gave orders to Mr. Diggs, formerly first lieutenant to him, to cause all captain Jones's officers to come upon the deck, as he had something to say to them. They were all mustered accordingly, and as soon as they made their appearance; he, holding his commission in his hand at the same time, addressed them in nearly the following words: 'Here you see, gentlemen, the commission that the Congress did give me (as he did not speak very good English) for this frigate, and you see I now command her; and that there is no man in France who has a right to take this commission from me; therefore, gentlemen, all you who do not acknowledge me to be captain of this ship you must directly to the shore go, taking along with you your baggage and every thing which belongs to you.' Accordingly, there was no other alternative left us but to

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obey these orders ; so that all the officers who had served on board of the Good Man Richard under capt. Jones were forced to leave the Alliance, excepting one or two who chose to remain on board. However, L—— forbid any of the crew quitting her. The Alliance in about three quarters of an hour after this, with the assistance of part of the crews of several men of war then lying in the harbour, unmoored her, made sail, passed the citadel without molestation, and came to anchor under the Isle of Groix, without gun shot of any of the French fortifications. Jones being on shore when this singular manoeuver took place, and not hearing any thing of it till the Alliance was safe at anchor, as I just observed. Never, I am confident, was a man so dreadfully enraged. His passion knew no bounds ; and in the first paroxysm of his rage he acted more like a mad man than a conqueror. However, as he now saw that he was out-generaled by L—— his sworn enemy, he at length became more calm. The French commandant, at whose table he was sitting when he heard this news, offered him all the assistance in his power, and he appeared to entertain some hopes of getting the Alliance again into his possession. For this purpose he obtained leave of the commandant and French general, to possess himself of a row galley then lying at the key, and which mounted 2 eighteen pounders forward and one abaft, rowed with sixteen oars, and was rigged with latine sails. He was also furnished for this expedition with about three hundred (if I am not mistaken) French troops, who were partly embarked on board of the row galley, and the rest on board of boats. Jones flattered himself that this force was able to take the Alliance ; and besides, he did not much expect that captain L——,

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nor his officers and crew, would make any resistance. He required all his old officers who had served under him, to join and lend their assistance in this Don Quixote undertaking; but they all declined having anything to do with or acting in this affair, excepting one of his lieutenants, who had the honour of commanding this expedition. He (Jones) very prudently declined embarking, which in my opinion he ought to have done. In that case I have no doubt that all his officers would have resigned their lives with him. Everything being in readiness, the little squadron moved out of the harbour wearing American and French colours, and proceeded on towards the Isle of Groix, where the Alliance was at anchor. The captain of which* sent a flag with a message to the commander of the expedition the purport of which was that 'If they came within the reach of his cannon he would sink them.'** The little fleet then lay upon their oars a few minutes, after which they turned tail and returned back into port no wiser than when they set out upon this wonderful expedition. Jones, upon seeing them return without taking the Alliance, was so enraged that he could hardly contain himself for some time. He swore bitterly—he stamped—he cursed, and grew almost frantic with rage. Three French ships of the line were lying in the harbour at this time, and Jones, with the help of the commandant, endeavoured to prevail with the French admiral to send out one or two of those ships, (which had their sails bent and were ready for sailing,) in order to force the Alliance to return back to port. But the admiral refused, and told captain

*L—— had been apprized of their coming to take them, and was prepared to give them a warm reception, all hands being at quarters.

**They were then about a mile from the Alliance.

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Jones that he should not interfere in the quarrel between him and captain L——. Besides, he assured Captain Jones that it was more than his commission was worth, taking his head into the bargain, for him to order the departure of either of the ships under his command; more especially on such a piece of service as that was, which captain Jones wished her to be sent upon. The fact was, this same French admiral was at the very time as deep in the *mud* as L—— was in the *mire*; and so was the commander of the citadel, commonly called Fort Lewis, or Louis. L—— had been to this last place sundry times, as well as on board of the French admiral, where the plot or conspiracy was first agitated, of taking the Alliance out of Jones's hands, and where it was brought to maturity, and succeeded as I have related.

In a day or two after this transaction Mr. Lee,* with the public mail, were embarked on board of the frigate Alliance, and she set sail for America. And on her passage thither the Captain and first lieutenant were confined to their cabins by the other officers belonging to her, because they had refused to fight an English 32 gun frigate, who it seems had at sundry times offered them battle. Arriving in Boston, captain L—— and his officers (I believe the first lieutenant and sailing master) were tried by a Court composed of navy officers in the United States service, were broke, and sentenced never to serve, or be capable of serving in the navy again in the character of officers.**

*Came from Paris, and who I believe had been an American ambassador to some one of the foreign courts.

**I do not assert this as fact, otherwise than having afterwards read such a paragraph in France in one of the newspapers, printed in Boston in the United States, and which I pointed out to Mr. L——'s third lieutenant.

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Capt. Jones was now left to wander about without a ship to set his foot on board of. He took a trip to Paris to try his luck, and to spend our money then in the hands of Mr. Chaumont. While there he was very much carressed by the king and queen. The former made him a present of an elegant gold hilted *sword* set in diamonds, valued at about one hundred guineas, on account of his bravery on board of the Good Man Richard. And the queen, while he was at Paris, at the performance of a play at one of the theatres, invited him to sit with her in her own box, and at the same time made him a present of an elegant *nose-gay*. These circumstances gave great umbrage to the king's officers who belonged to his navy, and who were then at Paris, in his service.

About the middle of July,¹ captain Jones returned from Paris to l'Orient, and made interest to get the command of a ship of war called the Ariel. She was rated a 20 gun ship, although she mounted 24 guns, six and nine pounders, and which ship had lately been captured by the French from the English. She then lay in dock, and carpenters as well as seamen were ordered to go to work upon her in order to get her ready for sea with all possible despatch. Jones's influence was so great, and the people here carressed him in such a manner, that he was called king of Brittany. l'Orient is in this province, known in French by the name of 'La province de Bretagne.' His power over the general and commandant especially was astonishing, and

¹ NOTE BY EDITOR. The Ariel was captured by Captain Perouse of the French navy, the Pacific Ocean explorer. By the log of the Ariel she was placed under Jones's command in June. Fanning must have been in error in regard to the month.

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in consequence thereof the inhabitants of l'Orient thought he deserved that title.

On the 7th of October, 1780, we set sail from this port for the United States in the *Ariel*, at about 6 P.M. and at the time we had under our convoy fourteen sail of American vessels, among which were three letters of marque, with the wind blowing a leading gale, at E.S.E. At 10 P.M. the wind shifted suddenly into the W.S.W. and blew a heavy gale—took in top gallant sails, and close reefed our courses, and we carried them as long as the ship would bear them. The night was very dark, and we lost sight of the fleet. We were obliged to carry some sail in order to weather the *Pin Marks*,¹ a long range of sunken rocks about a league from the land, and which we judged to be to leeward of us. At midnight we were obliged to hand our courses, as it blew so violent that we could not suffer a single yard of canvass. The ship at the same time lay in a very dangerous situation, nearly upon her beam ends, and in the trough of the sea, and leaked so bad that with both chain pumps constantly going we could not keep her free. Some French soldiers which we had on board, and who were stationed at the cranks of the pumps, let go of them, crossed themselves and went to prayers. They were driven from this by the officers to the cranks again; and it became necessary to keep lifted naked hangers over their heads, and threaten them with instant death if they quit their duty, or if they did not work with all their strength; without this, they would again leave off and go to prayers. Soon after, one of our chain pumps got choked in such a manner

¹ NOTE BY EDITOR. *Penmarque*.

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that it would deliver no water. Jones in all this time shewed a great deal of presence of mind, and kept, with his own hands, sounding with the deep sea lead; and at last finding that we were shoaling water very fast, and that we should in a short time be upon the Pin Marks, without something was soon done to prevent it. In this extremity a consultation of captain Jones and his principal officers was had upon the quarter-deck, and the result was, that orders were given for cutting away our fore-mast, and letting go the sheet anchor; and the latter was executed without loss of time. We sounded now in thirty five fathoms of water. The sheet cable was now paid out to the bitter end: but she did not look to her anchor; and her cable was spliced to the first, and paid out to the bitter end; she did not yet bring up; the third cable was also spliced to the end of the second; when after paying out about seven eighths of this last, and the fore-mast cut away at the same time, and when it had fell overboard to the leeward, the ship brought to and rid head to the wind and the sea now run mountains high.* By the time of which I am now speaking we had not less than three hundred fathoms of cable paid out—in a few minutes after the ship brought to to her anchor. The ship laboured so hard, rolled so deep, and would bring up so sudden, that it sprung our main mast, just below our gun-deck, and as this was now in the greatest danger of being ripped up, orders were given to cut away the main-mast above the quarter-deck, which was immediately carried into execution; and when this fell over the side to leeward, it forced off the head of the mizzen-mast. By this time we had freed the ship

*This was the Bay of Biscay.

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of water, but when her masts were gone her motion was so quick and violent, that the most expert seamen on board could not stand upon their legs, neither upon the quarter-deck nor fore-castle without holding on to something. The chain pump which had been choked was cleaned, and notwithstanding the gale kept increasing, yet our anchor and cables held on so well, that some faint hopes were now entertained that our lives would be spared: however the gale did not abate much until the morning of the 9th. At meridian of this day the wind had abated so much that we began to erect and rig our jury masts. At 4 P.M. we had them erected and rigged, and what spars and sails we could muster upon them; and there being at this time but a moderate breeze at about W.N.W., a fair wind for l'Orient and the sea tolerable smooth, we hove in upon our cable till it was short apeak, and then exerted ourselves every way which we could think of in order to purchase our anchor, and after trying a long time without being able to weigh it, orders were given by captain Jones to save all we could of the cable and then cut it away, which was done and we made sail for l'Orient where we soon after arrived and came to anchor. Many of our friends now came on board to see us and appeared to be rejoiced at our safe escape, as they said they expected we were lost, as the gale was very violent and did a great deal of damage even in the harbour, among the shipping, and alongside of the keys.

Before we last sailed from this Port in the Ariel, a number of American gentlemen came on board of us in order to take a passage with us for America. Some of them tarried on board with us with that view, and were with us in the late gale of wind, among whom was

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a young gentleman by the name of Sullivan, and who said he was a nephew of one of the American generals of that name. He had, it appeared, served some time in the quality of a lieutenant in Count Dillon's brigade in the French service, and the brigade was at this time stationed in garrison at Fort Louis, near l'Orient. He brought on board when he first arrived from Paris, and which were shown to captain Jones's officers, several open letters of the best recommendations from some of the first characters in that city, to some of the first officers in the American army. Besides, he had one letter from doctor Franklin to captain Jones, in which the doctor desired Jones to take young Sullivan on board, treat him with kindness; and moreover, to give him his passage. Captain Jones's abusive treatment of this young man, who came on board with such unquestionable recommendations deserves a place in my journal. And as I was an eye witness to the whole of Jones conduct towards this young gentleman, I shall here proceed to relate nothing but stubborn facts; the reader will, nevertheless, be at perfect liberty whether to believe them or not.

After the Ariel had returned to l'Orient and had come to anchor, all the passengers got ready to go on shore, and had their trunks embarked on board of the boats, which lay ready alongside of the ship to receive them. Young Sullivan among the rest, had made a preparation to go on shore also; when captain Jones solicited him in a very polite manner, to tarry on board two or three days in order to have an eye to the marines, and see that they did their duty. In fine, to act as captain of marines, as the person who filled that station on board of our ship at that time was confined to a sick

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bed. Telling him (Sullivan) that he would fare equally as well on board as on shore, it would be expensive living there which in remaining on board, he would save. To this request, made in such a plausible way, the young man in question consented, and told captain Jones that he would remain on board the time which captain Jones requested him, and after which he should take the liberty to go on shore when he pleased, until the ship was ready to sail for America. Jones replied, that he should have no objections to that, for as he was considered on board of his ship only as a passenger, and in that character he (Sullivan) had an undoubted right to go where and when he pleased. Four days after this conversation was held, the latter had a mind to go on shore, but Jones urged him to remain two or three days longer as the captain of the marines was not yet about. This was also assented to. After this time had expired, another request was made by Jones, for this young man to remain on board as much longer. And finally this kind of request was so often repeated that Sullivan lost all patience, and even command over himself, and told Jones in a manner somewhat harsh, that he had never been accustomed to such treatment, and not being under any obligation to him, he should take his baggage out of the ship, and go on shore in the very next boat which came alongside. 'What is that you say, you rascal,' says Jones, drawing his sword out of the scabbard and rushed on to Sullivan, 'Not a word! I will run you through in an instant!' To this the latter very calmly replied, without appearing to be intimidated in the least, and without retiring back an inch, 'You are on board of your own ship, captain Jones, therefore I know the consequence

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of making at this time any resistance; but sir, remember what I have now the honour to say to you; if I have the good luck to see you on shore, depend upon it, I will make you repent of this unheard of insult and cruelty."¹ To this Jones made no reply but as he went over the ship's side to go on shore, he directed his first lieutenant to have him turned below among the ship's crew, and to order the master at arms to put the rascal in irons, hands and feet, which was executed without delay. Some few days after this Jones's officers ventured to solicit captain Jones, that Mr. Sullivan's hands might be liberated from irons, which he reluctantly consented to.

Some time after, the officers in Count Dillon's brigade heard of the ill treatment of their brother officer by captain Jones, and one of the colonels of that brigade came on board of our ship, to know if it was true, (having been intimately acquainted with Mr. S.) He mentioned to captain Jones as soon as he came on board, his business. But Jones, perhaps thinking that he had carried the ill usage of Mr. Sullivan rather farther than he was aware of, consequently he now imagined that a little dissimulation was become necessary, as he well knew that this colonel was a man of courage, and that if he found the treatment of young Sullivan as bad as he had heard it to be on shore, and among the officers of the brigade, he would give captain Jones a severe drubbing. He invited the colonel below into

¹ NOTE BY EDITOR. There is on record in the log-book of the *Serapis* an instance of Jones losing his temper and personally chastising an officer. In this case it was no one less than Fanning himself, who, by dropping one of the chronometers, so roused Jones's ire that he "kicked Mr. Fanning out of the cabin, across the main deck, and down the hatchway." This entry is in the handwriting of Beaumont Groube.

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the great cabin, and after taking a glass or two of wine, he invited the colonel to remain on board and dine with him, which the latter consented to. In the meantime Jones and the colonel fell into a chat, and the colonel expressed a wish to see young Sullivan. This was a subject that Jones wanted to keep out of sight as much as possible; he therefore told the colonel that as to the story of Mr. Sullivan having been put in irons on board of his ship, or ever having been ill used, it was absolutely false. 'What is the reason then, that I have not seen him on shore since your ship returned back to this port?' replied the colonel. 'Because,' says Jones, 'he has been sick, and confined to his cabin since our return.' 'Cannot I see him now?' said the colonel. 'Presently,' replied Jones, 'he is dressing himself, and I have ordered my servant to tell him to give his attendance where we are, as soon as he is dressed.' The colonel appeared satisfied, and they both entered into conversation, and when it began to flag, the colonel broached the subject of the battle between the Serapis and the Good Man Richard. This was the very point upon which Jones appeared to wish the colonel's attention drawn, as he could now dwell with pleasure upon it and spin it out till dinner was served up; and while this relation was going on, it would keep the colonel's business dormant. The latter being a great lover of good wine Jones now plyed him with it so frequent, that after an hour or two's sitting the colonel went away with Jones *half seas over*, and I presume thought no more for that time of his friend Sullivan. A few days after, the latter being still confined in irons, Jones met the colonel on shore, who told him he believed what he had heard of Sullivan's being harshly treated, and of

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his being in irons, and of captain Jones' refusal to let him come on shore, therefore says the colonel, raising his voice that he might be heard by the bystanders: 'If you do not liberate him shortly, and give him leave to come on shore, I shall myself take the matter up and learn you better manners.' This threat frightened Jones into submission, and he promised the colonel that the prisoner in question should be set at liberty. Accordingly when he came on board, he directed his first lieutenant to cause the young man to be taken out of irons, and to turn him forward and make him do duty as a common man. These directions Sullivan submitted to, and his baggage was ordered forward, where he was told he might, if they were willing, mess with the boatswain's mates. However, the midshipmen, unknown to Jones, provided a comfortable lodging for him in one of the ship's staterooms, and allowed him to mess with them.

The next time captain Jones met the colonel on shore, the latter threatened to run him through the body with his drawn sword, for not suffering Mr. S. to come on shore, as he had promised him. 'And now sir, (said the Colonel) I will wait here till you go on board of your ship and send him to me. I shall tarry here till you have had time to go on board and order him on shore and if this is not complied with instantly, you may repent of it at your leisure.' Jones promised it should be done; and therefore came on board, ordered me to have the jolly boat manned, and to take Sullivan and his baggage on shore. Previous however to his embarking his sword was broken in pieces by Jones's orders. He was set on shore near where the colonel was waiting for him and they met. The colonel and Sullivan then

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walked away together, as I supposed, to consult upon measures which foreboded no good to Jones. The fact was there appeared to be a squall gathering, and it did not require a great deal of divination in any one who knew Sullivan's temper and courage, to predict on whose head it would fall. The first thing he did after landing was, to purchase a sword, and a good hickory cane. This done, he proceeded to Jones's private lodgings, opened the door of the room where he was, (and as the French say '*sans ceremonie*'—without any ceremony) and being unaccompanied with a second, he addressed himself to him in the following manner:

'Captain Jones you are sensible of your abusive and more than savage treatment of me while on board of your ship, and I presume you have not forgot that it was there that I promised to chastise you for it. I have now come to demand satisfaction of you. And, Sir, if you refuse to step aside with me at this time to settle the business in an honorable way, with our swords, I will here make you feel the weight of my cane.' And at the same time he advanced near Jones and lifted it over his head where it remained suspended till the latter gave his answer. Jones was then sitting at a desk with his back towards his antagonist, and had been writing. The pen he put in his mouth, and there it remained while Mr. S. was speaking to him. He then laid it down and turning his head over his left shoulder, made this laconic reply. 'Sir, I do not put myself upon equal terms with every rascal who chuses to call me to an account when he thinks himself abused by me. No, Sir, I shall not fight you; therefore begone out of my room directly, or I will call the guard to take into their custody a madman or an assassin.' These words were

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no sooner out of Jones's mouth than Mr. Sullivan mauled him in a most shocking manner, until the former bawled out—Murder! help! help! help! Mr. Sullivan kept repeating the blows till the blood ran pretty freely, and until he was nearly exhausted. He then left him to his own reflections. As soon as Jones had got the better of his fright, he went to the French commandant, who was his particular friend, and lodged a complaint in form against Sullivan, but the latter had taken himself off.

This business occasioned a great hue and cry throughout the town. The officers of justice, the guards, the police, were now sent out in all directions, and had orders to search, or even to break open dwelling houses (and others) in order to secure Sullivan, so that he might be brought to condign punishment. Besides all these movements in town, a party of light horse were dispatched into the country with orders to scour the public roads, and to take the runaway and bring him back, dead or alive. And it is a notorious fact, that while all this bustle and noise was made in the town of l'Orient on account of young Sullivan, he was as safe as a thief in a mill, at Fort Louis, about six miles off, at the entrance of the harbour, among the officers of the garrison. But had Sullivan been arrested his punishment no doubt would have been severe. Most certainly the French laws then in force, subjected him to twelve years close imprisonment (if taken and tried) besides a heavy fine. Sullivan, therefore, having lived a long time among the French, (having been born in Ireland) and knowing the punishment which awaited him, acted very wisely in making his escape, after first having satisfied his vengeance upon the head of the conqueror

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of Captain Parsons. And upon the whole every circumstance considered relative to this affair (as it was made public) very few of the people in l'Orient (and I like to have added, on board of his ship) were very sorry that Jones met with such a severe drubbing. And I am fully in the belief, in which I can venture to say I am not alone, that there was never any great search made for young Sullivan in and about the town by the officers of justice, nor by the guards—as he had many friends in this place, and Jones's popularity was at this time on the wane among the French. However, the commandant and a few of the King's officers still remained friendly to him; but it was probable they were so merely on the score of having instructions from the King to conduct themselves friendly towards captain Jones, and to render him every assistance which he asked of them, and which was in their power to give. It seems this was the general belief among the inhabitants of l'Orient at the time. Soon after the affair of Jones and Sullivan had a little subsided, the captain of marines caned him for ill usage in one of the streets of l'Orient, in the presence of a number of inhabitants.* This was such a disgrace to him, and hurt his feelings so much, that he went on shore but seldom after this affray, excepting at night. The ship *Ariel* being now nearly ready for sea, several of the petty officers importuned captain Jones for a trifle of prize money, stating that they were not then in a situation to go in the ship, and to do their duty upon a winter's coast without a supply of winter cloaths, and that they could not procure them without cash. An indifferent person

*The ground of this quarrel originated from Jones having refused to accept a challenge which the captain of marines had sent him.

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would, I presume, view such a demand on the part of these officers, as perfectly reasonable and consistent with justice. For this, however, captain Jones had several of them committed to prison in l'Orient for their (as he expressed it) impertinence.

About the tenth of December great preparations were made on board of our ship in consequence of a great number of people of the first character in l'Orient: one prince of the blood royal, and three French admirals, with some ladies of the first quality, having had cards of invitation sent them by captain Jones inviting them on board of his ship the next day to take dinner with him precisely at 3 o'clock in the afternoon; and also informing the company that captain Jones would, in the evening of that day, on board of his ship exhibit to them a sham sea fight; and that it should in part represent his battle with the Serapis; particularly her tops. To go through with a minute detail of all and every circumstance that related to this scene would, I fear, tire the patience of the reader; I shall therefore be as concise as possible in my relation of this exhibition.¹

First then, all the boats belonging to our ship were busily employed with their respective crews from the time the approaching scene was known on board (which was the day before it was to take place) at ten o'clock in the morning till about twelve at night of the day on which the company were to dine, in passing to, and coming from the shore, bringing off from thence all the articles wanted. And the reader may rest assured that neither cash nor pains were spared in order

¹ NOTE BY EDITOR. This fête has been described in Mackenzie's life of Paul Jones, mainly drawn from Fanning's account of it.

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that the scene every way should appear magnificent. In a short time, our quarter-deck had the appearance of a lady of qualities' drawing room. Overhead was suspended an elegant awning, the edgings of which were cut in scallops, and decorated with a variety of silk roses, tassils, &c. from a little below the awning: at the sides were hung thin canvass lined with pink coloured silk, and which fell down so as to reach the quarter-deck. These sides were hung with a great variety of French pictures and looking glasses; some of the first had been drawn by one of the most finished artists in France, and many of which were quite indecent, especially to meet the eyes of a virtuous woman. However in these days they were a part of French etiquette on such an occasion. The quarter-deck of our ship was covered with the most elegant carpet: the plate alone which was made use of on this singular occasion was estimated to be worth two thousand guineas. (For my own part I believe it might have been rated at double that sum.) French cooks and waiters or servants were brought from the shore to assist in this business, and for nearly twenty hours preceeding the serving up of dinner, we were almost suffocated with garlick and onions, besides a great many other stinking vegetables. A French lady (who was said to be a great connosieur in the art of cookery, and in hanging and arranging pictures in a room where the first companies went to dine) was gallanted on board by captain Jones the evening before the day on which the company were to dine, and was by him directed to take upon herself the superentendance of the approaching feast. The next day was ushered in by thirteen guns, and the dressing of the ship with the thirteen stripes,

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and the colours of all nations who were friendly to the United States. Captain Jones and his officers were all dressed in uniform, with their best bib and band on, and we were directed by captain Jones to conduct ourselves with propriety and to pay implicit obedience to my *lady superintendent* of the ceremonies. At a quarter before 3 o'clock in the afternoon the ship's boats (three in number, each having a midshipman who acted for this time as coxswain, and the men who rowed the boats were all neatly dressed in blue broad cloth, with the American and French cockades in their hats,) were despatched on shore to bring on board the company. Jones received them as they came up the ship's side, and conducted them to their seats on the quarter-deck with a great deal of ease, politeness and good nature.* Dinner was served up at half past 3 P.M. The company did not rise from table till a little after the sun set, when captain Jones ordered his first lieutenant to cause all hands to be called to quarters which was done just as the moon was rising. I of course mounted into the main top, which had always been my station as long as I had served under Jones, (of which and the men at quarters there, I had the command.) Orders were given before we mounted into the tops that we must be well supplied with ammunition, blunder busses, muskets, cowhorns, hand grenades, &c. the same as if we were now to engage with an enemy: and when the signal was given (which was to be a cannon fired upon the fore-castle, and as soon as the gun was fired the sham fight was to commence.) At 8

*The company was superbly dressed, and the prince was distinguished from the rest by a brilliant star which he wore upon his left breast.

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o'clock it began, and lasted about an hour and a quarter without any intermission. Such a cracking of great guns swivels, small arms, cowhorns, blunder busses, &c. such a hissing and popping of hand grenadoes, stink pots, powder flasks, was now heard as they fell into the water alongside, as was never the like in the harbour of l'Orient, seen or heard. Some of the ladies were much frightened and the sham fight would have continued longer had it not been that some of them intreated captain Jones to command the firing to cease. The fight over, a band of music, which had been ordered on board by the commandant, and who had been paraded upon the fore part of the quarter-deck, now played their part, and all was glee and harmony. At about twelve at night the company took their leave of captain Jones, and the boats set them safe on shore, in the same order and regularity as they came on board, excepting a few who were landed half seas over; these the midshipmen assisted along to their lodgings, and returned on board to give an account to captain Jones that we saw all the company safe at their respective places of abode. For several days after this, nothing of any note was to be heard in conversation among the French at l'Orient, in their coffee houses and private dwellings, but Captain Jones's feast and sham fight. Upon the whole, I believe it must have cost himself, as well as the United States, a vast sum of money. There was certainly a great quantity of powder burnt, and an abundance of wine, (Besides other liquors) drank. The cost of the whole of this entertainment, including the powder, amounted (by an estimate made by the American agent's first clerk, and who it seems paid the cash for sundry bills relative to this business, to 3,027

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crowns at 6s. 8d. each Massachusetts currency.)
Whether captain Jones charged the whole or any part
of the expense of this business to the United States I
never learned.

An order at this time arrived from Paris, signed by the American ambassador resident at that place, directing captain Jones to set the petty officers belonging to his ship, whom he had caused to be committed to prison, for asking him for prize money, at liberty, which was immediately done, and they were restored to their different stations on board the Ariel. The Ariel was now ready for sea, excepting that she wanted a number of seamen to complete her crew or complement of men. Captain Jones and his officers endeavored to ship men by keeping a rendezvous open on shore, but could not engage any. The former made this known to the commandant, and requested of him to give liberty to captain Jones to press a few hands. The former would not absolutely give him permission, but told him he should not interfere, provided he pressed none but Americans. However it was said that the commanding officer of the marine department granted Jones's request on that score. Accordingly, a number of American sailors belonging to several letters of marque then laying in the harbour, and who were found on shore, were forced on board of the Ariel and there obliged to do duty. In fine, captain Jones's conduct had been such for a long time past, that some of his officers and men were disgusted at it, and intended to leave him, and who before his last behavior in regard to the American seamen, were determined to go to America with him. I, for one, was among those who now quit him, and which I had an undoubted right so to do, never having

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signed the ship's articles, and having obtained of captain Jones, a certificate for my prize money, &c. The Ariel set sail for America the second time, on or about the 15th of December 1780, having under convoy several American vessels.*

I remained in l'Orient some days after the Ariel sailed, every day of which I was at Mr. Moylan's to get my wages and prize money; and after several fruitless applications, I obtained twenty eight crowns of him, in part for my wages on board the Good Man Richard, the Serapis, the Alliance and the Ariel which was but little more than enough to pay my board and lodging. I had by this time made a number of acquaintances in l'Orient, among them was a merchant by the name of Bellimont, who was interested in a privateer then fitting out at Morlaix; and he appeared to be anxious to have me proceed to that place and take upon me the command of her. However, I then declined accepting his offer, as I had an expectation of commanding one from l'Orient.

*Out of the number which this ship had under her convoy for America, the first time she sailed from thence, only two were saved.

(Having frequently had occasion to introduce John Paul Jones to the notice of the reader, I presume it will not be unacceptable to present the following short sketch of the life and character of that enterprising, celebrated, and eccentric character.)

BIOGRAPHICAL SKETCH
OF THE
LIFE AND CHARACTER
OF
JOHN PAUL JONES ESQ.

JOHN PAUL JONES was born at Selkirk, in Scotland, the seat of the Count of that name, on the 23d of September 1747, as appeared from a written entry made in a book entitled 'The way to be happy in a miserable world,' (an old family book) and which was among capt. Jones's books at the time he commanded the Good Man Richard, and was lost with her.* This account of his birth agreed with the words of his own mouth, which I have heard him mention to several gentlemen repeatedly, as to that event. It seems also by his own story, that he never went to any regular school in his life, but that an old maiden aunt, who lived in his father's family when he was very young, learned him his letters and to read a little. His name was then John Paul,** and that he had arrived at the age of twenty two before he added that of Jones to it. This, it appears from some documents which I saw,

*Part of the time while I belonged to that ship I officiated as his secretary, in copying his dispatches to Congress, his letters, etc. at which time he allowed me to have free access to his books.

**This it seems was his fathers name who was the Count of Selkirks gardener.

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was the surname of his mother before she was married to his father. The learning he obtained afterwards, from the age of nine years, was from close application to books, of which he was remarkably fond; and his studies as he says himself, day and night, were indefatigable. At the age of nine years, he, without taking leave of his family, left the paternal abode and set out to seek his fortunes, with no other clothes than what he had on his back, and no money. Soon after this, he arrived at Leith (the very same place that he was on the point of laying under a heavy contribution as I have before related) Here he engaged on board of an English ship as cabin boy, which ship was in the coal trade, commonly called by the English *colliers*. This business he followed for a number of years. He was mate of a ship at 17 years of age, and a captain at 19. At the age of 24, he had the command of a large English ship employed between England and the West Indies. How many voyages he made in this trade I do not know; but this much appears to be true that during the last voyage which he made to the islands, his carpenter was drowned, and on the return of the ship which he commanded, at Hull, capt. Jones was arrested and committed to gaol by the officers of justice, as the murderer of his carpenter, which was never proved upon him. But this much was sworn to by several of the ship's crew: that while the ship lay at anchor in the West Indies, the carpenter had been guilty of some misdemeanor, and that Jones undertook to have him punished in the following manner; he ordered an old broken pot to be placed upon the forecastle, and some powder was put into it; this done, he ordered the carpenter to set upon it with his naked breech, and then

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ordered the cook to set fire to the powder the explosion of which frightened him in such a manner, and perhaps hurt him a good deal too, so that he jumped overboard and was drowned. Jones however found means to make his escape from gaol and made the best of his way to the United States of America where he engaged on board of a continental ship of war in the capacity of a midshipman, either Hopkins or Whipple at that time commanded her, and he afterwards (with other vessels belonging to the United States) sailed on an expedition to New Providence. I once noted in one of his letters to the President of Congress, which I was copying, that he boasted that with his own hands he hoisted the first American flag that ever floated over the stern of a vessel of war belonging to the United States.* * *

After Jones returned from New Providence with the American squadron, he was noticed by some of his superior officers, who procured him a commission and the command of a sloop of 12 guns in the service of the United States. After a cruise in this sloop was finished he was appointed and had a commission from Congress, to the command of a new ship of war called the Ranger, mounting 18 carriage guns, (six pounders) and whose officers and crew consisted of one hundred and fifty-eight in all. With this ship and crew he sailed from the United States for the coast of England, and cruised there some time: during which, and when off or near Whitehaven, he sent his boats and a party of men, commanded by his first lieutenant, on shore for the purpose of (as he confessed a long time afterwards in his famous letter to the Countess of Selkirk) making her husband a prisoner, and of carrying him to

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France. The lieutenant who commanded this party landed without opposition, and they proceeded to the seat of the Count of Selkirk, but not finding the Count at home (he was as we heard some time after at London, being then a member of parliament,) they plundered the house of all the silver plate and other valuable articles and retreated back to their boats, and arrived safe on board of their ship, and immediately made sail and stood from the land. When this transaction was known at Paris, it was disapproved by the French court, who remonstrated against the procedure to the American minister; in consequence of which, when the plate &c. was landed at Brest, he ordered the whole to be sent back in a cartel ship then in that harbour. This order it seems was strictly adhered to.

But to return—the next news heard of the *Ranger*, was at a time when she made her appearance off Waterford (or the Lough of Belfast) in Ireland. And while in sight of that port several fish boats came along side, and the people belonging to one of them informed captain Jones that there was an English ship of war lying in that port; that she was a king's ship, but they could not tell how many men she carried. Captain Jones thought, without doubt, this a good opportunity for him to try his *naval skill*, and the courage of the ship's company, who were nearly all full-blooded yankees. Having this in view, he sent by one of these boats a written challenge to the captain of the sloop of war, called the *Drake*, mounting 22 carriage guns of the same caliber as those on board of the *Ranger*; mentioning to the English captain the force of his ship, &c, and that he should like to meet him where he then was, and exchange a few broad-sides with his majesty's ship

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the Drake. It is said this challenge was published in some of the English Gazettes; that it was well written, and contained very polite language, and yet was couched in *laconic terms*. The English ship was got ready as soon as possible; and besides her own complement of men, a number of Irish noblemen and others, embarked on board of her. When all was in readiness, the English ship spread her canvas, and proceeded out to meet the little *yankee ship*. The inhabitants gave the English ship as she departed from the port three cheers, and wished the captain and his crew success. And I have little doubt but the prayers of thousands in and about Waterford accompanied these brave and dauntless English and Irishmen, that they might prove victorious over these daring rebels, who had dared to insult his majesty's liege subjects. The ships met and fought, and after about an hour and a quarter of severe conflict, the British ship yielded to the superior skill and bravery of the Americans, and down came the English flag.* When the two ships first met, those that were on board of the Ranger declared the English ship appeared nearly twice as large as the former, and that she had almost double the number of men, the volunteers included. And they further declared, that the crew of the English ship during the action, made several unsuccessful attempts to board the American ship. That before the battle commenced captain Jones took abundance of pains to instruct his top-men how to act. That he commanded his lieutenants who had the control of the great guns, to see that the guns were loaded with round, grape, and double-headed shot; and to be

*This account of the action I copied from captain Jones's journal, written with his own hand.

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very particular to take good aim, and not to fire but one gun at a time; to be cool, deliberate, and not too hasty; and that with courage, steadiness and perseverance, they should, he made no doubt, give a good account of the English ship in a short time. On the contrary, the English ship was badly manoeuvred, fired her broadsides all at once, which occasioned her to heel very much from her antagonist, and by which means she received many of the American shot between wind and water, which occasioned her to leak badly; and in some measure, it is said, shortened the action; during which, her crew appeared to be in great confusion, and the slaughter among these last was dreadful. She lost in the action about one hundred and five men killed, and about seventy-two wounded. Whereas on board of the American ship there were but about one dozen killed, and nine wounded. The *Ranger*, with her prize, soon after got safe into France.

Some time after they had arrived captain Jones had some misunderstanding with his lieutenants and quit the *Ranger*. And whether he was removed from this ship by orders of the American minister residing in Paris, which was said to be the case, or left her of his own accord, I do not pretend to know. It is certain, he was after this appointed to the command of the *Good Man Richard*, the next ship which he commanded after he quit the *Ranger*. The reader has already seen how he behaved on board of this last mentioned ship in a few pages back.

It was while he was on board of this ship that he wrote his famous letter¹ to the countess of Selkirk, and

¹ NOTE BY EDITOR. If Fanning had never seen published copies of this famous letter, certainly his synopsis of it, drawn from memory only, is remarkable, and bears out his statement of having copied it as Jones's clerk.

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which by his direction I copied. I have ever since been sorry that I had not at the time preserved a copy of it, so that I might have been enabled to insert it here. It appeared some time after he wrote it in several of the English Gazettes, and was said by some of them to be well written, and discovered the author to be a man of genius, and one who was tolerably well versed in the English language. The letter, certainly displayed abundance of wit and humor. Jones mentions in it, that his object in landing a party of men from the Ranger was to take the Count, her husband, make a prisoner of him, carry him to France, and there detain him until the British government would consent to a general exchange of American prisoners then detained as such in England. The Count at that time was very much esteemed by the English, and captain Jones knowing this had no doubt but that if his project succeeded, the English ministry would be forced or drawn into it.

He disavows in this letter having any knowledge of her house being plundered and stript of plate, and other valuable articles by his party, until after he arrived in France some weeks after this transaction took place, and that the moment he became acquainted with it, he was one of the first to assent to its being carried back. He begged her ladyship's pardon for presuming to write to her, and also the trouble and pain the plundering of her house must have caused her, and that he hoped she would not lay any thing of this pilfering business to his charge.

In this same letter he mentions, in severe terms, the wickedness of the British ministry in waging a cruel war against the people of the United States, and condemns them in the following lines:

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'For they, 'twas they unsheathed the ruthless blade
'And Heaven shall mark the havoc it has made!'

There was abundance of poetry in the letter, but this is all I can remember. He closes with saying, he hoped the Countess, after what had happened would not withdraw her kind and friendly assistance, so long experienced, from his family, &c.

I shall mention next his gallantry with the American agent's wife, at l'Orient. I forbear here to mention the lady's name, for reasons which the reader may not care to hear. But, bye the bye, I must inform those who will take the trouble to peruse these pages that Captain Jones was a great lover of the ladies.

But to the fact, which was this: one afternoon the American agent came on board of his ship to do some business with the purser of the ship. In the interim captain Jones gave his officers the hint, and told them to let no boat depart from the ship, nor any one come alongside during his absence, which was complied with. The agent began to be uneasy about 8 o'clock in the evening and requested of the officer who had the watch upon deck to put him on shore. But he replied, that orders had been given to let no boat go on shore from the ship until captain Jones came off. The agent at this could not contain his jealous rage for some time.

The truth is, he was a man of about sixty years of age very rude in his manners, I believe an Irishman by birth; and he was what people commonly call a homely man, but rich in the good things of this world. His present wife was only about seventeen years of age, very handsome, and a little given to coquetry. She was also vain, and fond of going to the play with almost any

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gentleman who would be so polite as to offer her a ticket. The agent had been for some time jealous of Jones as he had more than once surprised him with his wife in a very loving position. The agent was detained on board all night, and the captain tarried the same time on shore with the lady in question. The officers on board of Jones's ship had plied the agent so well with wine, that he was quietly laid into a cabin in one of the state rooms as drunk as a beast. This piece of gallantry became soon after public in l'Orient.

At another time, Jones sailed on a short cruise, and carried off with him a married woman, who left behind two children and a French husband, who did not appear to regret the loss of his mate for a few weeks only.

The Captain, after he arrived, sent the lady on shore who, it is said and believed, carried to her husband a small purse from the Captain as a present to him to console him for her absence. * * *

Our gallant captain, while on a visit in the city of Paris, some time after the victory gained by him over the captain of the Serapis, was invited to dine with the Count de Vergennes, then minister at the French court for foreign affairs. And after dinner the company, consisting of noblemen, and others of the first families of that city, the conversation turned upon the good conduct and bravery of our captain in the late battle between the Good Man Richard and the Serapis. One of the company observed to captain Jones that his Britannic majesty had knighted captain Parsons, and asked him whether he would ever dare to meet him again, now he was a knight. To which Jones made this laconic reply: 'If I should ever have the good luck to meet him again at sea, with a ship under my command

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of equal force to his, I will make a Lord of him.' This pleased the company mightily. After which not a day passed while he remained at Paris, but he received cards of invitation to dine or sup with the first characters in that city.

While at l'Orient one evening he had some business with a lady of pleasure; while the players at the theatre were performing, he retired the play house with the lady to a convenient place where he left his watch.* A few moments after, one of his midshipmen having a similar affair with another lady retired together to the same spot. Here the midshipman picked up the captain's watch and shewed it to me—we both knew it. We then withdrew to the public parade near the play-house, to consult what it was best to do with it. The result was, we agreed to carry it to a noted coffee house, where our Captain was well known, and there pawn it to the master of the house, for one dozen bottles of the best old Bordeaux wine. On our way thither, we met with two of our brother officers, to whom we told what we had concluded to do, and they very readily agreed to join us.

Accordingly the watch was pawned for the wine and the reader may rest assured that we had a merry time of it, at our gallant captain's expense.¹

This story when it became publicly known, oc-

*A gold one worth about thirty guineas.

¹ NOTE BY EDITOR. The propriety of reprinting this scandalous yarn, or even referring to it, may be questioned. Many may say that it should have been omitted, as have other improprieties to be found in Fanning's narrative. Jones's private or personal character is well known and expatiated upon by his biographers in general terms of reprobation, while the numerous chap-books are replete with charges of gross immoralities. These stories of Fanning's seem to be of the same character.

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casioned a deal of diversion, both to the people in the town as well as on board of our ship. The captain paid the master of the coffee house for the dozen of wine, and received his watch again, but I believe he never thereafter opened his lips to any person relative to the circumstances and manner of losing it. His crew, however, used to mention it sometimes, at the capstan bars when heaving the ship ahead.

The English were in the habit of saying that captain Jones fought with a halter round his neck, in allusion to his having been imprisoned for murder, and that if he should fall into their hands, even as a prisoner of war, he would not be considered as such, but that he would be hanged immediately upon being taken. Also that Jones never did, nor never would fight, except he was nearly drunk. The English generally believing this to be the case with him, called him a pot-valiant fellow. Such mean, grovelling, and dastardly means used in order to undermine a man's well earned popularity I despise. Many such like sarcasms were uttered by the brave English, against the great Washington.

About three years after the battle between the Good Man Richard and the Serapis I was in London and in one of the print shops in that city I saw captain Jones's picture, and his name enrolled among the greatest pirates. In another print shop and at a coffee-house, in the same place, I saw what was said to be his likeness, nearly as large as life. He was represented with twelve pistols, six upon each side of him, secured in his girdle, and three men were represented before him in a kneeling posture. On the same picture one appeared to be shot dead, and falling at the feet of Jones, and he presenting a pistol in each hand to each of the other

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two. This alluded to the three men who cried out for quarters in the late battle, and who belonged to the ship Good Man Richard, as I have made mention of in the preceding pages.¹

As to the report of Jones's being pot-valiant, I declare that it is absolutely false. Having lived part of the time while I sailed with him in his cabin, I have a right to know, and shall here declare that I never knew him to drink any kind of ardent spirits; on the contrary, his constant drink was lemonade, lime juice and water, with a little sugar to make it the more palatable. It is true that every day while at sea and the weather good, he made it a custom to drink three glasses of wine, immediately after the table cloth was removed.

On the passage from l'Orient to Philadelphia in the Ariel, somewhere not far from the Island of Bermuda he fell in with an English frigate of 32 guns, far superior in force to the ship he commanded. It was toward night when the Englishman came up with him, as Jones had made sail from her, knowing her to be an over match for his little ship. They hailed the American ship, and asked what ship it was and who commanded her. Capt. Jones directed one of his officers to say that it was one of His Majesty's ships, known to Jones to be cruising on that station. * * *

¹ NOTE BY EDITOR. Both the prints, here fairly described, are well known and, although extremely scarce, are to be found in most collections. No one who served in the Revolution, except Washington, was so often represented by contemporary portrait and caricature as Paul Jones.

² NOTE BY EDITOR. Fanning here gives a long account of the Ariel's encounter with the British ship Triumph, which does not differ substantially from the accounts by Jones, and to be found in all the published lives of Jones; but as Fanning was not present, and evidently obtained his information regarding it from Jones's own reports of the encounter,

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Captain Jones was a man of about five feet six inches high, well shaped below his head and shoulders, rather round shouldered, with a visage fierce and warlike, and wore the appearance of great application to study, which he was fond of.

He was an excellent seaman, and knew, according to my judgment, naval tactics as well as almost any man of his age: but it must be allowed that his character was somewhat tinged with bad qualities.

His behavior and conduct relative to the treatment of young Sullivan was condemnable in a high degree, but at the same time his courage and bravery as a Naval commander cannot be doubted.

His smoothness of tongue, and flattery to seamen when he wanted them, was persuasive, and in which he excelled every other man I ever was acquainted with. In fact I have seen him walk to and fro upon the key in l'Orient, for hours together with a single seaman, in order to persuade him to sign the ship's articles which he commanded, and in which he often was successful. His pressing American seamen in that port was very unpopular, and on that score he was condemned by all of the Americans who were there at the time, except a few of his officers who executed his orders in this business. I am happy to say that I had no hand in this business. His pride and vanity while at Paris and Amsterdam, was not generally approved of after the famous sea battle. This certainly gave great umbrage to many persons who had been his best

his remarks are omitted. It is enough to say that after a sharp engagement the *Triumph* surrendered, but before being taken possession of, she made sail and finally escaped. In Mackenzie's life of Paul Jones will be found a full narration of this affair, as well as the story of the *Ariel's* voyage to Philadelphia.

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friends. His conduct however towards captain Parsons, his antagonist, was highly approved of by many, and was becoming that of a conqueror. His enemies, the English, even applauded this action towards one of their nation, and who was at the time Jones's prisoner, and by the custom and rules of war, he had an undoubted right to have kept all the effects, which he ordered sent to Captain Parsons, while at the Texel, by the hands of captain Cotteneau.

I shall mention one circumstance more, and then close with the circumstances which took place near and at the time of his death. Which is as follows, taken from a verbal communication made to me some time after it happened, by an officer who was present.

While Jones was on his first cruise in the Good Man Richard, the Alliance frigate being in company, they fell foul of each other, in consequence of this the former carried away the mizzen mast of the latter, and the latter carried away the head of the former. There was a pretty heavy sea running at the same time and both ships were for some time in danger of going down. It seems the two commanders at the time were below, who blamed their officers who had command of the watch upon deck on board of both ships. The first lieutenant of captain Jones who had the care of the watch then upon deck, and whose name was R. Robinson, was thought not to have done his duty, and of course was found fault with by Jones, who ordered him to be confined below. Soon after both ships arrived safe at l'Orient, where, by captain Jones' direction, a court martial (consisting of several American captains, whose vessels lay there at the time) was instituted to try Mr. R. The court sat on board the Good Man

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Richard, when after hearing the witnesses, and what could be said for and against Mr. R. they gave it as their unanimous opinion that he should be dismissed from the service.

This, when he heard of it, Jones absolutely refused to accept of. 'For, gentlemen,' said he, 'it was in my power to have dismissed him without calling you together'; alledging that it became his duty as commanding officer to insist upon their adding something more to their sentence, and, in fact, told them what it was, which was that of rendering him incapable of ever serving again in the Navy of the United States, in the character of an officer. And in conformity thereto, it was added to the sentence of the Court, and read to Mr. R. in the presence of the said court. And Robinson was sent on shore immediately after this was done, without money and destitute of friends, although he had at the time money due him for his services.¹

On or about the year 1792, captain Jones headed a party of American gentlemen at Paris, and went to the place where the constituent assembly (at the head of whom was the French King,) was sitting, to congratulate them in the name of all the Americans then residing in Paris, on their late glorious and happy revolution. Captain Jones, at the same time made a very handsome speech, which he addressed to the president of the assembly, who made a short but elegant reply.

This was the last public act, which I have any knowledge of, that he ever did. Very soon after, as the Paris

¹ NOTE BY EDITOR. It will be noticed, by-reference to the muster-roll in the log-book, that Robinson's name appears as first lieutenant and Dale's as second lieutenant, showing that the muster-roll was made out before the Bon Homme Richard sailed on her second cruise with Dale as the first lieutenant.

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gazettes inform me, he died in great poverty in the city of Paris.* Immediately on this news reaching the ears of the constituent assembly, one of the members rose, and made a motion, that a committee of their body should be chosen for the express purpose of attending the funeral of the deceased. This was objected to on the part of some of the members present, on account of his not being a Roman Catholic. This objection did not prevail, and the motion was then put and carried without a division. The Committee were accordingly chosen, and attended the American Commodore's funeral.

It ought to have been mentioned in the foregoing Biographical sketch of the life, &c. of captain Jones, that after leaving the American naval service he was in the Russian naval service about eighteen months, and filled the station of Admiral. But through the intrigues and cabals of a number of English officers, then in the same service, the whole of which had a tendency to lessen his merits, and finally was the means of procuring his dismissal from the Empress's service.¹

*Notwithstanding captain Jones was said to have died in poverty yet I believe at this day it is pretty generally known in this country that he left in the United States property to the amount of about 30,000 dollars, in new lands, and that there is no one who claims to be heir to this estate, except two maiden sisters who live in Scotland.

¹ NOTE BY EDITOR. It must be borne in mind that when Fanning wrote this sketch of the life of Paul Jones his information regarding him must have been very meagre, and gathered from the newspaper accounts or from his own recollection. Little or none of Jones's correspondence had come to light, and except one or two scandalous chap-books, no sketch of Jones's life had been published.

A SHORT SKETCH OF THE CHARACTER OF CAPTAIN PARSONS,¹

Who commanded the Serapis, at the time of her engagement with the Bon Homme Richard; part of which was communicated to me by one of his officers, after the battle of the 22d of September, 1779.

CAPTAIN PARSONS was born of poor parents, in the county of cornwall, in England, on or about the year 1729. He lived with them in quite an obscure manner until he was about fourteen years of age, when he took it into his head to elope from his parents, and set out for Portsmouth, where he fell in with some sailors, who persuaded him to go on board of an English ship of war. He had acquired some learning before he left his parents. His activity and sprightliness were soon noticed by his superiors, and he was some time after, when he had got some knowledge of seamanship, appointed captain of the mizzen top; from this to a forecastle man; and behaving himself remarkably well in the duties of his station, he was taken notice of by the Captain of the ship and promoted to the rank of

¹ NOTE BY EDITOR. Fanning invariably called the captain of the Serapis "Parsons," when his name was Richard Pearson. It undoubtedly resulted from the English pronunciation of the name Pearson. Still, it seems as though Fanning should have seen the name written frequently.

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midshipman. From this his promotion in the British navy became rapid, and in a few years thereafter, he was appointed and had a commission for a sloop of war, and during the war between the English and French sometime before the beginning of the American revolution, he achieved many acts of valour. I know nothing further of him until after the famous battle between him and captain Jones. In this action every one who has read an account of it must allow that he did not lack of courage, and that his conduct while it lasted was such as would have done honour to the most experienced commander. His manner of conducting himself towards captain Jones, however, must be allowed by impartial judges to be reprehensible in more than one instance. It showed something of the haughty spirit and pride of which we have many examples in the conduct of the British naval commanders, especially during the contest between Great Britain and the United States. It is well known that Captain Parsons was knighted by his King, and also that the merchants of Scarborough (where the greater part of the fleet which were under his convoy at the time captain Jones fell in with him belonged) made him an elegant present of a service of silver plate, part of which represented that town in miniature, worth about 500 guineas. These were conferred upon him as a mark of gratitude and esteem, because they thought he had conducted himself with naval skill and bravery. To this, and to this only, must be attributed the salvation of the whole Baltic fleet under his care at the commencement of the battle.

A SHORT SKETCH OF THE CHARACTER OF RICHARD DALE ESQ.*¹

John Paul Jones's first lieutenant, when he commanded the Good Man Richard, of forty guns, until she was lost; the Serapis, of fifty guns; the Alliance of thirty six guns and the Ariel of twenty four guns; ships of war in the Service of the United States.

RICHARD DALE ESQ. was born, if my memory serves me right, and according to what I have heard him say, in the state of Maryland. It seems when he was quite young that he took a liking to the sea, which has been his favorite element ever since. During the American Revolution he signalized himself in fighting the battles of his country, in consequence of which he added honor and glory to his own fame, and has deserved well of the country which gave him birth.

By his conduct, bravery, and perseverance, in the memorable battle fought between the Good Man Richard on board of which ship he was second in command,

*While I am copying off my old journal in order, or with a view some time or other of having it committed to the press, I rejoice to hear that this experienced officer has been appointed by our Executive, Commodore of the American Squadron in the Mediterranean.

¹ NOTE BY EDITOR. This note of Fanning's apparently fixes the date of his effort to publish his narrative, as Commodore Dale was appointed to the command of the Mediterranean Squadron in the summer of 1801.

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and the Serapis he acquired universal applause, and immortal glory. Since which time, while in the service of the navy of the United States, he has been conspicuous, and his merits and gallantry upon all occasions, entitles his name to be enrolled among the saviors of our common country.

While I sailed with him, he was beloved by his brother officers, and the ship's crews. And to use a sailor's phrase, 'He was a clever, good natured sea officer'; and was always diligent in his duty, which gained him the applause of his superiors.

He was engaging in conversation, with all ranks of people, polite in his manners, and a good companion. He had none of that haughty, overbearing, domineering spirit about him, which is so frequently seen on board of English ships of war in officers of his rank towards their inferiors, especially the poor tars.¹

I shall now pursue the history of my Journal taking up the threads of it where I left off.

On the 20th December, having obtained several letters of recommendation, and some cash from French

¹ NOTE BY EDITOR. This scanty sketch of Dale is only valuable as giving some evidence of Dale's estimation by his subordinates, on the ships commanded by Jones, who claimed for himself the whole glory of his victories. In all the reports of his battles, Jones makes himself the only hero. He never in a single instance commends, or scarcely mentions, one of his officers, or gives any credit to others, by commendation, praise, or as contributing to his glory; in glorifying himself, he disparages others, and there is ample evidence of the lack of affectionate attachment or sympathy on the part of his officers or crews to his person.

Perhaps the most just analysis of Jones's character will be found in the concluding chapter of the life of Paul Jones by Alexander Slidell Mackenzie, U.S.N., published in Edinburgh, 1841; republished by Harper & Brothers, 1846. This author, more than any other biographer, makes use of Fanning's narrative, not always, however, quoting him.

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gentlemen with whom I had been in habits of intimacy * * * which was soon after returned to them * * * And now having been supplied with a passport, I set off by land for Morlaix, where I arrived safe on the 23d of December, and delivered my letters of recommendation to the persons to whom they were addressed, who appeared to be glad to see me, and immediately gave me the command of a lug sail privateer mounting 14 carriage guns* called the Count de Guichen.

This privateer was soon after got ready for sea, when the principal officers residing at the port, who were commissioned by the King, and who had the power of filling up all commissions of reprisal and letters of marque, declared that they had lately received orders from the minister of marine, who resided at Paris, forbidding them from granting or delivering out any commissions to foreigners. In consequence of this the command of said privateer was given to a captain Anthon, a Frenchman, who at the time was a lieutenant in the French navy, but had obtained permission to command a privateer until further orders. He was very much of a gentleman, a good seaman, and a man of undoubted bravery. The most of our officers and crew, however, consisted of full blooded yankees, or Bostonians, as the French then called all Americans, and of whom they were remarkable fond, amounting almost to adoration, particularly the French ladies. I was second captain of said privateer, and Captain Anthon indulged me pretty much with the whole command of the privateer during the cruise. And as he could not speak any English, I did nearly as I pleased in all things on board of her; such as making or taking

*Three pounders.

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in sail, chasing of vessels, disposing and commanding the crew in time of action, when to board an enemy, &c.

Morlaix is a very large town, situate between two remarkably high mountains, and upon each side of a narrow river which divides the town in two parts, and empties itself into the English Channel about five miles from the town, which lies in lat. 48.20—long. 40-10 W. from the Meridian of London. Vessels of three hundred tons burthen may lay in perfect safety alongside of the keys—without being exposed to any winds that blow. They lie for the most part aground, upon a hard gravelly bottom, and are left dry at low water. This is a very great convenience, especially for graving or scrubbing their bottoms. The entrance of the port is well defended by a strong castle, which is built upon a range of rocks that lie midway of the entrance. It has two tier of heavy cannon, and in wartime, its garrison consists of about sixty officers and men. * * *

On the 23d of March, 1781, we took our departure from Morlaix in the privateer which I have already given a description of. Two days afterwards we arrived off the Coast of Ireland. On the 27th, we took four prizes, which we ransomed, detaining a man as an hostage out of each. On the 27th at daybreak, saw several ships and other vessels in shore of us. It being then calm, the boat was ordered to be manned, on board of which I embarked and took an officer with me, all of us being well armed; and at 7 A.M. returned on board with ransom bills amounting to upwards of twelve hundred guineas, having secured five hostages for the payment of said sum. We returned on board before the captain (who had been upon deck the greater part of the preceding night) had awakened out of his sleep. He

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was very agreeably surprised when I told him of my enterprise, but blamed me for not acquainting him with my departure. At meridian being close under the land, we discovered a large ship in the offing, which we at first thought to be an English frigate, standing to the westward towards the port of Cork. She had an English ensign, pendant and jack flying with a cloud of sail spread. Soon after she was abreast of us, and we could distinguish by our spy glasses, that she had a tier of guns, and as she presented her broadside to us, we could count twelve guns upon this side.

We at length concluded that she was nothing more than an English letter of marque, and probably commanded by an English swaggering blustering fellow. Accordingly she passed us at some distance, and took no more notice of us than if we had been a small fishing boat. We made sail after her, and when we had got within a couple of miles of her, she rounded to, and gave us her broadside, consisting of twelve cannon, as we then supposed, which were only half the number which she carried. This circumstance of firing at us at so great a distance, when none of her shot reached more than half way to us, indicated cowardice on the part of the English captain. This I noticed to captain Anthon who coincided with me in opinion; and from that moment we considered the ship as our own. As we approached nearer to her, we could discover that she made quite a warlike appearance. We could soon after perceive a number of men with muskets upon her quarter-deck, and she appeared to be crowded with men. She continued to round to every few minutes, and fire her broadside at us. We now prepared everything in readiness for boarding her, knowing this method al-

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most always to succeed, when we have to contend with an English man of war, or an English letter of marque; more especially when the strength of the enemy is superior in point of force. At length we got within cannon shot of the enemy, who hauled up their courses, handed their top gallant sails, and appeared to be making every disposition for a stout resistance. We now shewed who we were by setting a French ensign, and hoisting an American pendant. This last was to let the English know that they had to fight with yankees. The drummer was sent up with his drum at the head of the foremast where supporting himself with one foot upon the rattline of the fore-shrouds, and the other upon the fore yard, the wind blowing about a four knot breeze; when we had got near enough for them to hear, the drummer and fifer were directed to play Yankee Doodle, which was continued during the action.

By this time the ship had fired a number of broadsides at us, without doing us any injury. We at length came within pistol shot of her, ran under her stern, and poured our broadside into her, which raked her fore and aft and which made a confounded racket in the cabin among the crockery; and some women who were passengers on board, and were in the cabin at the time, made a dreadful screaming and crying out. This single broadside drove all the English off the quarter-deck, upon the main deck. We now made an attempt to board the enemy but the privateer having so quick headway we shot by her without being able to succeed in boarding her. We passed across her fore foot, wore, and gave her another broadside. At the same time one of the enemy's shot cut away our jib haulyards, and the slings of our fore-yard, and down it came upon

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deck and the drummer with it. The enemy seeing this, cheered three times; and after firing her broadsides and musketry into us, they made all the sail which they could crowd from us. But we had no idea of losing her in this manner. We soon got everything which had been cut away in repair, and gave her chase; the wind then began to die, and we gained upon her very fast. When the enemy saw this, they again made every disposition which they thought proper for renewing the action. Being ourselves now prepared with two broadsides and men ready for boarding; I then went forward, they being within hail and commanded them to haul their colours down, if they wished for quarters, to which they made no answer. I then desired captain Anthon to order the privateer to be run under the enemy's stern, when we would give her another broadside; immediately after which I was ready with the party I commanded to board her. Accordingly we ran under her stern, fired our cannon into her cabin windows, luffed up under her lee, and layed her aboard. At the same instant the enemy bawled out for quarters and dowsed the British flag.

The action lasted about one hour, and some part of it was very severe. She proved to be an English letter of marque, four hundred tons burthen, carrying twelve long six pounders, two short carronades (which would carry eighteen pound shot) ten cowhorns, twelve brass swivels, and fifty five men, and twenty six gentlemen passengers, besides seven English ladies. She was from Bristol, bound to the West Indies, laden principally with dry goods.

The invoice of her cargo amounted to thirty thousand pounds sterling.

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I leaped on board of her at the time she struck, and asked for the captain, who came forward and delivered me his sword; a major and a captain also delivered me their swords. These last were bound to the West Indies to join the regiment to which they belonged. The ladies also crowded around me, and offered me their purses, which I refused to accept of.

One of them was wringing her hands, and lamenting the loss of her husband, who had been killed in the first of the action by one of our cannon shot which passed through his body. The other gentlemen passengers kept crowding round me, and teasing me with their outcries:—that I had killed one of his majesty's colonels. Which drew from me this reply 'Blast his majesty's colonels, I wish they were all dead, and his majesty too.' I was sorry for this expression, I must confess, as soon as it had escaped my lips—it was uncharitable, and unchristianlike. However I was busy at the time, in securing the prisoners, and sending them on board the privateer, and in doing what I considered to be my duty, and was therefore, perhaps on that account the more excusable.

I certainly felt sorry on the lady's account whose husband was killed, and to her I made an apology for the harshness of the expression; but I did not feel myself bound to apologise to any one else, on the most rigid principles of honour or good breeding.

It must be acknowledged, that this ship so well provided as she was, with all kinds of warlike stores, and having at the time, more and heavier guns than what we had on board of our privateer ought to have taken us, and afterwards hoisted her in upon deck. * * *

The ship lost in the action, one lieutenant colonel,

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one master's mate, one boatswain's mate, four seamen and one boy killed, and eleven men and boys wounded. On board of our privateer not a man was killed, and only five were slightly wounded.

I wished to continue in the prize but captain Anthon would not consent to it. All the officers as well passengers, as those who belonged to the ship, and her men, except three, and one of the master's mates were taken out of the prize, and sent on board of the privateer. The ladies were left on board the ship with their servants, by their particular request.

We then put a prize master on board, with thirteen able seamen, and he was ordered to shape his course and make all possible speed for Brest or Morlaix; and that the privateer should, if in our power, keep her company until we arrived safe at one of those ports.

We accordingly kept with this valuable prize until in sight of Ushant, near the entrance of Brest, when there sprung up a violent gale of wind from the N.E. which separated us from our prize, (and we afterwards heard that she was taken by the English) and after having sprung a leak, we were forced to heave overboard all our guns but four, and in two days thereafter we arrived in the port of Brest in distress, and she leaked so bad at the time that we were obliged to lay her ashore on our arrival in order to have her leak stopped and her bottom cleaned.

The port of Brest is one of the best sea-ports for ships of war in the Known world. It lies upon the Atlantic Ocean, on the starboard hand of the British Channel, and is in lat. 48.25 N. and in long. 5.0 W. from the meridian of London. The Land's End of England bears North a little westerly from it. Ships of the line,

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fifty's, forty-four's, frigates, and sloops of war, all lie at their respective moorings in the harbour, in about seven fathoms of water, when the tide is at its lowest ebb, and perfectly secure from any wind that blows; as the harbour is surrounded with land the most of which is very high, especially at the entrance where it is very strongly fortified. Each ship of war has her particular magazine or store, which is numbered, and her name affixed upon the door in capital letters; where when the ship is laid up in dock, or refitting, her sails rigging, &c. are deposited; and when they have occasion for rigging sails, or any thing requisite to the fitting out of any one of these ships of war, they have only to repair to the magazine of such ship or ships, where they are sure to find a fresh supply of any article needed. This, it must be acknowledged, is a very great conveniency; and I believe, such an one as the English cannot boast of.

As I had leisure time while I was here, I went to see the slaves, who are confined in this place; and who are employed by the government, in the docks, and in different parts of the town, and the place where they are confined, which is an amazing strong one. They have a great number of rooms, where they are all chained at night, fifty or sixty in a groupe together, to a huge chain, leading to an enormous ring-bolt affixed in the centre of each room. They have a little straw to lie upon, and are arranged feet to feet, and form a circle round the ring-bolt. And at the door of each room, which is as strong as wood and iron, assisted by art, can make it; there is mounted a cannon, loaded with round and grape shot, ready primed; by the side of which is placed a lighted match, in a match tub; and

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upon the least noise of the slaves, the sentinel's orders are to fire this cannon in amongst them (which I was told happened sometimes;) as there are many of them who choose rather to die a sudden death at the mouth of the cannon, than to continue in this state of slavery and wretchedness any longer. So that they often raised a noise on purpose that they may provoke their inhuman tormentors to send them into another world.

There are among them men who have been rich; merchants whose only crime has been that of carrying on an illicit trade to and from different parts of the kingdom, for which they were condemned to be galley slaves a very considerable part of their lives; many of whom have large and very respectable families. But these last are often pointed at by the unthinking multitude, with the finger of scorn. And for what; because, forsooth, the heads of these distressed families are slaves. Alas, poor human nature! My pen is ready to drop from my hand, while I relate such barbarous facts of a nation, who call themselves civilized. The aborigines of the wilds of America, would have shuddered, blushed, and stood amazed, at such transactions as these; who certainly were guilty of crimes that admit of no excuse. I beg the reader's pardon for this digression; I could no more refrain from it, than I could turn away from a poor ragged beggar with disdain, when asked by him for something to buy him a piece of bread, when famishing with hunger. Some of these merchants are sentenced for three, some for four, and some for six years, according to the nature of their crimes. Some of the last are allowed, and do frequently afford themselves silver chains, and which I have seen them wear. But notwithstanding this, they

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are obliged to work as hard, and submit their backs to the sting of the whip during their servitude, as those who are condemned for murder, robbery, &c. Those guilty of these crimes are for the most part slaves for life. The greater number of them, as I was informed, (in this port) by one of the officers of the admiralty, exceeds six thousand. The chains that each one is obliged to wear, or drag about with him while on duty, (the merchants, who wear silver ones, excepted;) although they are chained together two by two, weigh about forty-five English pounds per head, and double *that* to *two* of these, are fixed to their legs; but when they are at work, they are permitted to attach the loose part of their respective chains round their waists, and with a piece of rope-garter, &c. to facilitate their labour. There are four overseers, or drivers, to every hundred of them, who carry each a long tough whip, and which are often in motion; with these they shew but little mercy to the poor wretches. They are whipped so unmercifully sometimes, that they have scarcely the breath of life left in them. They are dressed in coarse red clothes, with leather caps upon their heads, on the front of which are affixed pieces of tin or brass, on which are engraved in capital letters, their respective crimes for which they were condemned; but they often deny that they have been guilty of any, when they are asked by strangers. The Count D'Artois, one of the princes of the blood royal, was not long since here, his christian majesty's brother; and had a desire to see the slaves; to several of whom he gave money, and asked them severally, what were their crimes; who answered that they had been guilty of none. He observed that one of them looked more sad than his fellows, and did

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not incline to say anything. The prince then entered into conversation with him. 'And what crime have you committed,' said the prince. "Come, be ingenuous, and tell the truth, my lad," continued he. "Why," replied the slave, after a short pause, "my crime, for which I am doomed to wear these chains, and to drag out a miserable existence (pardon me, my good prince) is of the blackest kind: and it makes me shudder to reflect upon it. About six years ago, my unnatural parents, (God forgive them) who are still very wealthy, forced me to marry a young woman whom I had conceived a great aversion to; and who (for what reason I cannot tell) I hated with the most bitter hatred, insomuch that I murdered her on the same night in which the priest joined us together in wedlock; for which I am condemned to wear these galling chains." The prince was convinced that this miserable wretch spoke the truth, for it was engraven on his forehead (which was also the case with the other slaves whom he had questioned, although they had denied it,) and appeared to be much affected with the poor slave's confession, and in a short time thereafter procured him his liberty.

There are in this port some of the most convenient dry docks for ships of war that I ever saw, and perhaps in the known world. Likewise a very curious machine for hoisting in and out first rate men of war's lower masts, (as well as smaller vessels.) It is done with so much expedition that I have seen them strike out a seventy-four's lower masts which had been sprung or damaged, and replace them with three new ones in the space of sixty-four minutes; as I was particular enough to look at my watch when they began, and when they

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had finished; for this reason, I assert it as a fact. The slaves are employed in this kind of business, in the arsenals, and ship-yards.

While I was at Brest, the *Coronne* of eighty guns, almost a new ship, newly sheathed with copper, having just hauled out of one of the dry docks, and lying along side of the Key, (or Quay) took fire, and was consumed to the water's edge, in spite of the exertions of several thousands of people to extinguish it. Happily for the inhabitants of the town that she had no powder on board, and that no lives were lost. A new ship of the same name. mould, &c. was soon after ordered by the minister of marine to be built with the greatest dispatch possible. And I have since been informed by creditible persons, that in seven weeks, counting from the time the keel was laid, she was ready to sail with the fleet, having all her guns, provisions, &c., on board. And what induced me to believe this was a fact is, that it has since been mentioned upon the floor of the house of commons in England, by one of the members of parliament, in order probably to shew how much greater exertions in such business the French were capable of than the English, who boast so much of their expedition in building, fitting out, and commanding their navy.

On the 7th of April, our privateer being refitted and ready for another cruise, we put to sea, and shaped our course for the coast of Ireland, where we arrived on the 10th following; and on the 12th we took two prizes. We cruised off or in sight of the highlands of Dun-garvan till the 30th, without capturing any other vessels, the wind during that time being to the westward; but on this day at the setting of the sun the wind

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shifted to the eastward, which we considered as a favourable omen, as this wind was fair to waft some rich English ships from Bristol or Liverpool, along the Irish coast. On the next day we took three small English sloops, two of which we ransomed, and the other we sunk, after having taken out the crew.

At 7 A.M. we discovered several square rigged vessels, and by 2 P.M. we had eleven sail brought to; at 5 P.M. we had got through with ransoming all of them, and we took hostages out of each for the better security of the ransom bills. At 6 P.M. saw two lofty ships to the windward with a crowd of sail set standing before the wind directly before us. All hands were now called to quarters and we lay to for them till 8 o'clock at night, when they came within hail of us. The foremost and the largest ship hailed us, and as soon as she knew us to be an enemy she gave us a gun. But the captain of the privateer thought it advisable to run from them. When I told him that if these two were English cruisers we were too near them to get away, and if they were merchantmen we should stand a chance of capturing them both. Accordingly, orders were given to fire a broad-side into the largest (the other being also at this time within gun shot,) which was executed, and she settled down her topsails instantly and begged for quarters, hove to, and struck her flag. We then gave the small ship the other broad-side, and she followed the example of her consort. The boat was now manned, and I was sent to take possession of these prizes, and to send the captains, with their papers, on board of the privateer. When I arrived on board of the largest I found that she was pierced for eighteen guns, but carrying at the time only eight carriage guns, and ten

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wooden (or Quaker) guns, manned with twenty-five officers, men and boys, burthen about three hundred tons, bound from Bristol to Cork. I dispatched the capt. of her on board of the privateer. It was now pretty dark. But I had not been on board of this ship to exceed fifteen minutes, before I saw a strange sail bearing directly down upon us, and by her manoeuvring I had reason to believe her an enemy. The handful of men which came on board with me I placed to the ship's guns, and made other preparations for engaging, (not being at this time within hail of the privateer.) The prisoners I also secured below. She boldly ran under our stern and hailed. (I could now just discern the privateer's lights.) The master of which, in a bold and resolute manner demanded 'from whence we came, and where bound.' In answer, I ordered him to go on board of the privateer, where, when he arrived he would probably be acquainted with, where we were from, and where bound. When he heard this he swore at a dreadful rate, and almost stove his speaking trumpet to pieces across the quarter-rail. Arriving on board of the privateer, (our bold captain who commanded the brig I had just brought to) asked for the captain of the privateer; when one of the lieutenants who spoke English, introduced him to captain Anthon; who immediately asked him who he was. Who replied, 'Sir, I was master of the brig which the ship obliged me to bring to, the captain of which ordered me on board of this lugger.' 'Very well,' replied captain Anthon, 'I will attend to your business when I have done with these other two captains (meaning the masters of the ships.) The poor captain of the brig not rightly understanding what all this meant, spoke again to captain

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Anthon, and said, 'Sir, I hope you are an Englishman, and this is an English privateer; for I certainly took the ship which brought me to, to be an English letter of marque.' 'She is so,' replied captain Anthon, (in broken English) 'but notwithstanding, she is my prize, and so is your brig; but it is the fortune of war, and therefore make yourself easy.' In fine, we ransomed the two ships, having first thrown overboard their guns, powder, &c. out of them, (according to custom), for three thousand two hundred guineas; and the brig and cargo for five hundred. However, these two sums were not more than half the value of these vessels; but we thought it more prudent to ransom them for this sum than to run the risque of sending them to France. After this we shaped our course for Morlaix, having now on board ransom bills to the amount of ten thousand, four hundred and fifty guineas, besides eleven men as hostages, till that sum was paid. On our way thither we fell in with an English frigate called the Aurora, of twenty-eight guns, between Scilly and the Land's End; which, after a chase of sixteen hours, part of which time it blew very fresh, and she out carried us, she captured us and carried us into Monts Bay, which lies a little distance easterly from the Land's End, and where there is a small town called Penzance, about forty miles W.S.W of Falmouth.

The captain of the Aurora was a Scotchman, whose name was Collins, treated us exceedingly handsome, as he did not suffer any of his crew to take the least thing from any of us. Captain Anthon even saved his spy-glasses, quadrant, maps, &c. belonging to the privateer.

It was on the night of the 4th of May that we were thus captured, and on the day our hostages having been

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released, we were all searched for ransom bills. Captain Anthon having before delivered to captain Collins two parcels for genuine ones; but they were such as we had filled up during the chase, for the express purpose of retaining those which were original. These last he concealed in his breeches, by which means they were saved, as will appear in the sequel. We went through another search without any better success on their part than at first. The genuine ransom bills were afterwards sent to France by a safe conveyance.

It seems that during the last war there was an additional clause affixed to each ransom bill, which specified that the master of every vessel, after having been ransomed by an enemy, bound himself, his heirs, executors, and assigns, to pay the sum mentioned in the ransom bill or bills, in case the privateer should be taken, and the hostages released; provided, that the owners of such privateer could get the ransom bill or bills into his or their possession, to be afterwards produced in England for the final recovery of such sum or sums of money; and that the holders of said bills should bona fide be paid. This was the cause of our being so very strictly searched, and was the reason, or at least one among many more, why the British parliament passed a law not long since, purporting that no master or commander of an English vessel should on no pretence whatever ransom his vessel, &c.

On the 7th of May the captain of the *Aurora* ordered all of us but our first lieutenant, pilot, and boatswain, (who were all three soon after tried and hanged, they having been in the English service previous thereto, and were known by some of the ship's crew which captured us.) I say, all the rest of our privateer's crew

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were ordered to get ready to go on shore, which we did. And as captain Anthon and myself were ready, and waiting to embark on board of the boats then lying along side; the captain of the frigate, with his own hands, and in a very polite manner, handed us our side arms. Saying, as he presented me mine, 'Sir, you are welcome to it, but I hope you never will unsheath it again in anger against those who ever have esteemed the Americans as Englishmen. We afterwards landed, and the principal officer here under the king, invited captain Anthon and myself to his house, where we were entertained by himself and family with hospitality and politeness. The next day we were allowed to furnish ourselves with a post chaise, and the king's officer furnished us with passports, and directed us to proceed with all convenient speed to Falmouth; and when we arrived there, he told us to call upon the mayor of that place who he said would parole us.

We accordingly set off in the post chaise without a single person to guard us, and we might, had we been so minded, travelled on so far as London. We had however pledged our words to the king's officer that we would go direct to Falmouth. On our way thither we passed through the town of Holston, where we saw several French officers paroled in the town, some of whom we had been acquainted with in France. We arrived in the evening at Falmouth, when we called upon the mayor, who treated us with politeness. We had not been long at his house, before the English commissary for prisoners of war came into the room where we were, when we were introduced to him by the mayor who stated our case to him; but as soon as he cast his eyes the second time upon captain Anthon, he knew

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him, and accused him of breaking his parole at Holston, some months previous to the time I am now speaking of, and which appeared to be true. This being the case with Captain Anthon, he was refused to be paroled. The commissary then turned to me and asked me if it was my wish to have my parole. I replied, 'that if my captain went to prison, I should certainly think it my duty to accompany him, and this was my choice.' He after paying me a compliment on account of my attachment to capt. Anthon, told me I should be indulged in my choice. A guard was now called and escorted us to prison the same night, which was about two miles from Falmouth. The very dirtiest and the most loathsome building I ever saw. Besides, we had no sooner heard the prison doors closed upon us than we were attacked on all sides with swarms of lice, remarkably fat and full grown; bed bugs and fleas. I believe the former were of Dutch extraction, as there were confined here at this time a number of Dutch prisoners of war; and such a company of dirty fellows I never saw before nor since. The first night I did not close my eyes, although fatigued; and I must confess I began to repent my not accepting of my parole when it was offered me. On the dawn of the next morning, I waited with no small anxiety for the prison doors to be opened, which however was not done until the sun arose. I now got out of reach of my mighty tormentors by walking out in the yard adjoining the prison. In the course of the day some of the prisoners were so generous as to cede to captain Anthon and myself one corner of the prison which they had occupied and which we got cleansed. We then screened, with some sheets, our little apartment; and having provided ourselves with a large

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swinging cot, wide enough for both to sleep in it. This arrangement enabled us to live somewhat more comfortable, and to keep out of the way in some measure of the vermin.

On the 15th the commissary sent orders to the gaoler, for Captain Anthon and myself to be permitted to walk without the prison yard every day at the rising of the sun, provided that we would promise to return at sun set, and be confined within the prison walls every night; and provided we would engage not to go farther from the place of confinement than one mile and an half; to which we readily agreed with infinite pleasure. According to this agreement we had our liberty granted us every morning at sun rise, and returned to the prison every evening at sun set, and we slept within the prison walls at night, observing strictly never to tarry out longer than the appointed time.

There were a great number of farm houses within our limits, to which we used to resort, the inhabitants of which treated us with hospitality and kindness; and where I spent many agreeable hours with the Cornish girls* who are generally tolerably handsome and good company; but at the same time they are very ignorant, and credulous sometimes.

We went to the exhibition of cockfighting; a place called a cockpit, made on purpose, was within our limits. At this diversion I have frequently seen the mayor of Falmouth, magistrates, merchants, ladies of distinction, and almost all grades of people. The cockfight is generally announced in public advertisements, when and where to be exhibited. At one of these (notwithstanding against the laws of the country) I have

*It was in the country of Cornwall where we were prisoners.

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seen great crowds of people. They make large bets upon the cocks which are to fight as soon as they are grafted, and brought into the pit. At the last exhibition of this kind that I went to see I believe there were at least two thousand men, women and children; when I saw the sum of two hundred guineas staked on the head of a cock, but their common bets are from one to twelve guineas each, upon a single battle. This kind of diversion (though a barbarous one in my opinion) lasts a day; during which time there are a great many cocks slain in the *field* of battle, besides broken heads among the men.

After having tarried here about six weeks, we were exchanged, and arrived in Cherbourg in France, the latter end of June, from whence all of us who came over in the cartel, to the number of one hundred and twenty-five, including several Americans, were conducted under a strong guard through the country to Brest, in order to help man the grand French fleet of war, then lying at that place. From Cherbourg to Brest is about two hundred and sixty English miles. Upon the road I was plundered of the greater part of my wearing apparel, for which I never obtained any redress, neither did I know who did it; I however suspected the guard who accompanied us. We were ten days upon our march, but no more than about seventy out of the whole number of those who had been exchanged reached Brest at the expiration of that time; the rest deserted on the road. Arriving at Brest, I applied to the French commissary (with whom I had previously formed an acquaintance) for a passport to go to Morlaix. He condescended to grant me one, and at the same time told me that if I had arrived before

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the grand fleet had sailed, I should have had the honour of serving his most Christian Majesty in the navy at least one campaign.

Soon after this, I set out from Brest for Morlaix, where I arrived in a few hours, and where I found a French brigantine letter of marque ready to sail for the West-Indies, on board of which I engaged a passage, and room for some freight. I made a partial settlement with my owners, and obtained of them some wines, and a quantity of dry-goods, which I shipped on board of said vessel. I received also of them five thousand Livres Tournois* in cash. I embarked on board of said vessel with my *little all* in high spirits, hoping once more to see my native country. Having taken leave of all my friends, we set sail for our port of destination on the 12th of July, 1781, with a favourable wind.

The brig on board of which I had embarked was cutter built, and consequently a prime sailer. She mounted 16 guns, and carried 41 officers, men, and boys, besides seven men passengers. On the 14th, about 5 leagues N.W. of Ushant, we were chased by an English frigate four or five hours, but night came on and we lost sight of her. The same night we experienced a violent gale of wind which forced us ashore a few leagues to the westward of the Isle of Bass, no great distance from Morlaix. Here the brigantine and cargo were totally lost. And it was not without the greatest hazard and difficulty that we all got safe to land. By this sad and lamentable shipwreck, I had lost every farthing of money and property which I possessed or owned in the world, and which reduced me once more

*A Livre Tournois is about 19½ cents.

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to beggary. After I got safe on shore, I could not help reflecting on my past misfortunes, which it seemed to me were never to end. However, I soon recovered from such visionary ideas; I grew calm, and I came to this determination, never to attempt again to cross the vast Atlantic Ocean until the god of war had ceased to waste human blood in the western world. I considered that it made but a little difference whether I fought under the French or American flag, as long as I fought against the English; and besides, the French at the time were our allies and best friends.

I therefore once more set out for Morlaix, where I arrived on the 17th, and was very kindly received by the ladies and gentlemen of my acquaintance. I had by this time made some progress in the French tongue, and could converse a little with the ladies, who always seemed to be very anxious to instruct me, and to put me right when I made any blunders, or pronounced an indecent word, which often happens to a new beginner, who has but a small smattering of their language. I had now some leisure hours to visit the public amusements and diversions in this place.

The latter end of August I set out for Dunkirk, which is about six hundred miles between the north and the east from Morlaix, with an intention of going another cruise with my old friend captain Anthon, in a large cutter of eighteen guns, the command of which had been conferred on him. The first day (having a good horse) I arrived at Dinan, a very considerable inland town, lying on the eastern boundary of the province of Brittany, situate upon an eminence, a noted place for the confinement of English prisoners of war. The town is pretty large, and it is defended on all sides

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by a prodigious strong castle large enough, it is said, to contain ten thousand men. The town is walled in, within which there were confined at this time, four thousand English prisoners of war. The next day I entered, and travelled on in the province of Normandy, said to be the largest and best province in France. I passed through a great many towns and villages, part of which were walled in, and arrived at the city of Caen, the capital of this province, a handsome built flourishing place. In my travelling along through the small towns and villages,* I found most of the houses only one story high, without any floor but the naked ground, and the people who dwelt in them without any thing better to sleep upon than straw, and even in this their cattle partook a share with them.

The public roads in this country swarm with beggars; and whenever a carriage passes or men on horseback, men, women, and children, all in rags, will be seen running and hallooing after those who pass for charity. I have often thrown a handful of sous among them to prevent them from following me any farther, and while they were scrambling after these I would steal a march upon them, and get out of their sight, but it was not long before I would meet others of the same description, and their importunities would be so incessant and so moving, that I could not get rid of them until I had thrown some more change in among them. A great many of these beggars live upon each side of the public roads, in caves made or dug out of the earth, and

*These towns and villages are mostly built with stone, and are very low. I have frequently seen in one of these houses a family of men, women, and children; cow, horse, goat, sow and pigs; all huddled together in a single room without any floor.

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covered over with the same, each of these generally contain a little family; they do not appear to have any household utensils; and nothing to lie on but straw. They are for the most part very dirty. At the door of each hut or cave, one of the family keeps a look out, and whenever they hear or see any carriages, people on horse back or otherwise passing, the beggar on duty or watch gives the rest the alarm. In a moment the road will be nearly filled with them. And night or day, it is morally impossible to pass without giving them some money; and even if you throw them any there will be some among them who have not got a share of it, and who will follow after you as fast as their legs will carry them for several miles together; and the boys will run almost as fast as the fleetest horse upon these occasions. I remember one instance on the road which I was travelling at the time on horseback, in company with a gentleman between Paris and Dunkirk, that we overtook three of these beggar boys, who had at that instant crept out of their den; neither of us had any change, accordingly we agreed as soon as they began to beg charity of us, to clap spurs to our horses and leave them. These boys appeared to be from eleven to fourteen years of age; they had not then upon them anything but a few rags, not sufficient to cover their nakedness, without any hats, and their hair appeared as though a comb had never touched it. We accordingly set off upon a full gallop, and they after us close to our horses heels, until we had rode about ten miles, when the youngest boy began to fall astern. The other two still held out and kept as near us as they were when they first started with us. At length I was tired myself in riding so fast, being mounted upon a hard going

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horse, and I spoke to the gentleman in company with me to halt, which we both did. I then gave the largest boy a crown, and bade him divide it equally between the three, whom I now found to be brothers, by enquiring of the largest boy, and that they dwelt together in one cave, where they had left their father and mother when they came in pursuit of us. The beggar boys now appeared to be satisfied, and we pursued our journey. My reflections now led me to consider from what source originate such multitudes of beggars in France, and after weighing the subject every way maturely, I concluded it must be owing to the government under which they lived, being at this time swayed by a king, with his swarms of nobles, farmers general,* and other royal leaches, who are continually preying upon and devouring the hard earnings of the people.

O, my country! how happy a lot has Providence placed her in. Thank God, there are no royal leaches there, and I sincerely pray to him that we may never have any; nor any of those beggarly outcasts of society, of whom I have attempted to give the reader a faint description. No, my countrymen, remember this (nor does it require the spirit of prophecy to predict,) that whenever the first class, to wit, nobles, and royal leaches, are established in the United States, beggary, with all its horrors and torments, will be the unhappy portion of the greater part of those citizens and their families, who are now considered as good livers, but

*The great collectors of the royal taxes, with whom the government was in the habit of contracting for large sums of money, and which they used to advance to the government, and then tax the people as they pleased, without being accountable to any one, even if the people were oppressed ever so much.

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according to some, the lower class of people in that happy country. May God of his infinite mercy avert such a judgment, should be the hearty prayer of every good citizen of the United States.

This I believe to be a fact, that those whom we call poor people in America, know nothing, absolutely nothing of poverty, such as the beggars in France experience. Any traveller must have a heart harder than adamant who can refuse to give them a small pittance of such riches as Providence has placed in his hands. To see hundreds of aged, halt and maimed, of our fellow creatures begging for charity, would, methinks, melt, if possible, the heart of a stone. To see them crawling out of their caves like four footed beasts, and cry charity, (*Mon cher Monsieur, je prie au bon Dieu pour vous*) my dear Sir, I will pray to God for you. The little naked children, fifty, and sometimes seventy in a drove, running and following after people in carriages, on horse-back, &c. for miles, making a most hideous noise, would move the most obdurate heart to pity them in such a manner as to induce a few pence to be given to these real objects of charity.

But to return; the city of Caen is a very large populous one; very handsomely built, and in my opinion but little inferior to the city of Paris, for beauty and magnificence. It is true, there are here no palaces, but the buildings in general are more elegant, the streets much handsomer, and the city is more pleasantly situated in many respects. It lies about nine miles south of the English channel, in lat. 49.10 N. West long. 30 minutes. The taxes in this place are enormously high, as well as in other parts of Normandy, occasioned, as I was informed, by a rebellion which took place in the province

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a great many years ago. They are obliged to pay the king a higher duty on wine than it costs them when they purchase it; and there is but a small chance of introducing this or any other article here without paying the duties even in the way of smuggling them. They are obliged to buy salt for their own consumption at a very high rate of the officers of the crown, (who are monopolizers of it) and on which there is a duty of three sous per quart, and every family are obliged to buy so much annually, whether they want it or not, according to the respective number which each family consists of. If any one is detected in having a quantity of salt water in his or her house, which can be proved to have been taken out of the sea, the person in whose custody it is found is liable to pay a fine of twenty-five guineas to the king. Should the person after conviction not be liable to pay that sum, he or she is imprisoned for one year, unless a bondsman is procured to be answerable for said fine in a reasonable time, to be approved of by the king's officers. Upon the whole, there is nothing in this province but what is taxed either by the crown, the nobles, (who have large estates in the province) or the royal leaches. I was told by an English gentleman residing there, and who had been an inhabitant of the place for upwards of twenty years, that this province alone paid to the officers of the crown one hundred million of livres annually; (which is over four millions sterling) and this in peace, and double that sum in time of war. From Caen (where there are the handsomest women in France) I set out in the public stage for a place called Enfleur,* where I arrived safe in about six hours, and where I was obliged to wait

* Honfleur.

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about two hours for the current to slack, as it runs almost as rapid in this river between this place and Havre de Grace, as in Hell Gate in America. This little town of Enfleur is celebrated for producing from their bakehouses the whitest and best bread of any other place in the whole kingdom. At four in that afternoon I crossed over the river to Havre de Grace in a kind of flat bottomed boat with one sail to her; I observed, however, that the people or boatmen, who undertook the management of her, did not understand their business so well as they ought. This is a very large town, and a sea port, very delightfully situated on the English channel, at the mouth of the river Seine. It lies in lat. 49.20 lon. 10. West. It has no harbour, but vessels trading here, as well as ships of war, may enter that bason, which is very large, but this must be done at high water, and when the current of the river does not run away, (which current is the most rapid that I ever knew in any other whatever.) It was low water when I crossed it, and consequently there was scarcely any motion of the current observable.

About an hour after there was a large galliot, being (as was supposed) too late in regard to the tide, made an attempt to gain the bason, the wind at the same time blowing fresh and favourable for her; when she had got abreast of the bason, the people on board of her lowered down her sails, and endeavoured with a boat to carry a line on shore at the quay, in which they did not succeed, as the current had by this time got to running very rapidly, which swept her away with it. The people in the boat reached the galliot and let go an anchor, which did not check her an instant; the current at length forced her up the river about three leagues,

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when she struck upon a shoal, and in a few moments after went to pieces, and every soul on board perished.

I was told by some of the people in this place, that they never had seen or heard of any vessel attempting to enter the bason when the current was at its greatest swiftness, but what had been forced by the current upon some of the shoals (which the river abounds with) and lost, both vessel and crew; so great is the rapidity of the tide.

The town is very well built, the streets exceeding handsome, and it is strongly fortified. The public walks a little distance from the town are the most beautiful in every respect I ever saw. The country seats which surround the town are admirably fine, and most delightfully pleasing to the eye of the beholder. I shall not attempt any further description of this place at this time, my stay being only about three hours. After which I continued my journey, and the next place which I came to of any considerable note was Calais, in the province of Picardy. It lies in lat. 51.6. lon. about 29. E., twenty-two miles S.E. by S. of Dover (in England). Between these two ports is the narrowest place between France and England, on the English Channel.

Calais is a pretty large town, and well fortified; the buildings mostly of Gothic construction, and a great many of them much destroyed with age, and torn to pieces. They have here a fine bason, but the entrance into it is very narrow and difficult, owing to a bar that lies directly across the entrance or mouth of it. No vessels of more than a hundred tons burthen can come over the bar at high water, and even at spring tides. They have here a number of packet boats, which ply

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between this and Dover in time of peace, for the accommodation of the nobility and gentry, who generally pass this way from London to Paris, or from Paris to London, as being the nearest route between those cities.

After tarrying at Calais long enough to take some refreshment, and to have the horses shifted, I set off for Dunkirk, where I arrived in eight hours, and was soon after employed in assisting in fitting for sea the Eclipse cutter. Her officers and crew, when ready for sea, consisted of one hundred and ten, and carried 18 six pounders, French pieces. We were ready to sail by the middle of November, when the cutter was warped into the roads of Dunkirk, and all her crew immediately sent on board. On the night of the 20th of November captain Anthon went on shore, and left directions with me to take good care of the cutter, keep a good look out, and to have a particular eye to every thing on board. About 12 o'clock at night there came on a most violent gale of wind from the N.N.W. and which blew directly on shore, and caused a very bad sea. We had at the time a pilot on board, who soon gave it as his opinion that it would not do to lie much longer where we then lay. He therefore directed the mainsail to be balance reefed, and the storm jib and foresail ready for hoisting at a moments warning. Very soon after this the cutter brought home her northermost anchor, and about 2 A.M. she dragged both her anchors, and kept on driving towards the shore. We now hoisted up the balance mainsail, slipt both cables, hoisted up the storm jib and storm foresail, and tried to gain an offing; it being now about half flood, so that we could not enter Dunkirk pier. In this distress, finding it impossible to get an offing, the wind blew so heavy,

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with such short sail, we shaped our course for Ostend, (a neutral port) bearing from us E.N.E., distance about three hours; but it was not without the greatest difficulty that we got over the bar at the pier head on account of the tide not being up.

The next day captain Anthon had one of our merchants come on by land and join us, and on the 25th a boat from Dunkirk brought us our cables and anchors which we had left at Dunkirk Roads, and the same day we were ready for sea again; but we were obliged to lie here a few days longer because of contrary winds. Ostend is a very considerable sea port town, lying lat. 51-20. long. 2.50. East, subject to the emperor of Germany; situated in the Austrian Netherlands, and is one of the strongest towns in these parts, and its being at this time a neutral port, so that almost all nations carry on a regular trade with the inhabitants of this wealthy and populous town; and I am told that it grew immensely rich during the last war between the French and the English. The town at this time was so overstocked with inhabitants, and thronged with strangers from different nations, that it was almost impossible to procure a meal of victuals at any of the public houses in the place (or to buy anything to drink either;) provisions of all kinds being exceeding scarce and dear. I paid here for merely an ordinary repast one and an half crowns. While we lay here we lost about half of our crew, who deserted from us.

On the 1st of December, in the morning, an English cutter, mounting fourteen guns, belonging to the king of England, arrived here, and as soon as she knew who we were, the captain of her sent his boat on board of us, with a challenge to Captain Anthon to meet them with-

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out the bar on the following day. She then sailed and stretched out to the place appointed, a considerable distance beyond the pier-head, hauled up the jack at her mainsail, and her jibsheets to windward, and lay to wait for us, as we supposed, after what had passed between the two captains; ours having sent an answer to the challenge, that he would meet the English cutter as soon after she had gone out as permission was granted.* She lay in this position, which we could plainly discern from the fort at Ostend, until the night came on, and we then lost sight of her. On the morning of the 2d, as soon as the tide would serve, we got under way and stood off about six leagues from the pier-head, but could discover nothing of the swaggering John Englishman. No doubt but the English cutter skulked away in the night, being afraid to meet us; this certainly shewed a great deal of wisdom in the English, for they must have known that we were an over match for them. In fact, they did know it, for her first lieutenant, when both cutters lay in the bason at Ostend, came on board of us by my invitation, (the captain being absent) and we drank a glass or two of wine together. He then had an opportunity of seeing the number of guns which our cutter carried, and the size; and he also had information as to the number of men which we then had. Besides, we had some chat together, and he at first declared that they thought themselves abundantly able to take us. I told him if we did engage that we should then shew them yankee

* It being war time, no vessel was allowed to depart from the port until twenty-four hours after the one which had last sailed had expired, if they belonged to different nations who were at war with each other, and were armed.

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play for it. He asked me what I meant by that. I replied, that we should board them instantly after exchanging broadsides. To which he answered, that in that way, he thought the chance in our favor of capturing them, as we had the most men, which were nearly all yankees. I found by discoursing with this English officer, that his captain had no serious intentions of giving us battle. At 11 A.M. we boarded a neutral packet boat bound from Dover to Ostend. We enquired of the people on board of her if they had seen any thing of our intended antagonist. They replied, that they had not. We then shaped our course for Dunkirk Roads, where we arrived at 4 P.M. and moored ship. The next day having got a fresh supply of seamen, we set sail on a six weeks cruise, against the enemies of France and America. On the 10th we captured two vessels under English colours, one of which we ransomed for four hundred and seventy guineas, the other we manned and sent her to France. The next day we fell in with a large English ship, a letter of marque, mounting eighteen carriage guns, and carrying forty five officers and seamen, besides thirteen passengers, men and women; and after a bloody action, which lasted three quarters of an hour, she struck to us. We had just got possession of her, when the weather, which had been thick for some time, lighted up, and behold! an English frigate was then nearly within gun shot of us. She had, no doubt, been directed that way by the noise of the cannon in the action. We were therefore, without losing a moment's time, forced to abandon our prize, and take to our heels, which at the time were pretty clean, and we crowded all sail from the frigate. In about one hour thereafter we found we out-sailed

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her considerable; and she, after chasing us four hours, and finding she fell astern of us fast, abandoned the chase and hauled upon the wind, after taking in her light sails. After this we steered for the Land's End, where we arrived on the 15th of December, and the same day we took two sloops, which we ransomed. Also captured a large English brigantine, on board of which we put a prize master and men, and ordered her for France. She was richly laden with dry goods and other articles. The next day at meridian the weather cleared off, and we saw a ship close aboard of us, and soon after discovered her to be a frigate. Made sail from her and she gave chase to us, and continued it until about 4 P.M. when she gave us a bow chase, the shot of which carried away our topmast just above the upper with. She was now chasing us before the wind; and after this accident the ship gained upon us fast. Night now came on apace, and being close to the English shore, we at once took in our light sails, and hauled close upon the wind. The ship did the same; but we now found we could out-sail her, and at nine at night we lost sight of her, and the next day we put into Cherbourg, hauled into the bason, and gave our privateer a clean bottom.

The port of Cherbourg is upon the English channel, in the province of Normandy, in the French dominions. It is a very excellent harbour for men of war, except when the wind blows from the Northward. It lies in lat. 50.00. N. and long. 25 minutes W. It is a pretty large town, the buildings which appear to have been once very elegant, and the architecture good, but they appear now to be going to decay. The bason is a spacious one, and at high tides it will contain twenty men of war, and in which at that time of tide there is about

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twenty-four feet of water. Vessels which warp into the bason in order to clean or grave their bottoms, may lie with safety at the head of the bason, where they are nearly dry at low water, and at the full tide we warped her out into the Roads.

The dry dock here, which has cost government a large sum of money, is nearly finished. It has been constructed on purpose for the conveniency of ships of war only. The Roads off Cherbourg are bleak and open, and much exposed to gales of wind from the Northward, as I have already noticed; however, it is more than probable that the French will make an excellent harbour here in time of the Roads, as there now are, and have been for some years past, several thousand people employed by government, together with great numbers of flat bottomed boats, waggons, carts, &c. &c. in order to effect this grand object. They have already by a mole, formed a kind of half moon, extending from the Western shore out into the Roads, where there is about seven fathoms of water, the bottom of which is excellent for anchorage; so that several ships of war may ride with safety under this new made land in almost any wind that blows.

Should they once complete what they now have in view, and which I have but little doubt of, so that a fleet of their ships of the line might anchor and lie here with perfect security in any weather, they will in that case annoy the English amazingly in time of war.

There is a strong fortress at about two leagues from the entrance of the bason, founded upon an island (almost a solid bed of rock.) This commands the roads completely; besides, the fortifications upon the island, when the harbour is finished, will be directly at the en-

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trance, so that the French here will be under no apprehension of the English making a descent or attacking the town as they have frequently done in years past. The English have no safe seaport along (upon the channel) Eastward of Portsmouth for a fleet of their ships of war. It is true, they often anchor in the Downs, but it is a bleak dangerous place to lie, and where they are exposed to almost every wind that blows. Whereas Cherbourg harbour lies upon the channel, about midway between Portsmouth and the Downs. This will give the French, when their harbour in question is completed, a very superior advantage over their enemies, when war happens between these two great maritime powers.

I had the pleasure to see in this place the celebrated captain Manly, (who was well known in the United States, the first part of our Revolutionary war, as a sea captain, from several very important captures which he made of English vessels, loaded with such kind of articles as was at the time much wanted in the American army.) He had just arrived in Cherbourg, with several other Americans who had recently made their escape from Mill prison in England, where they had been confined about three years. They were without money or clothes, except what they had upon their backs, and which were very shabby. I gave them some money; and to captain Manly, I was happy to have it in my power to comply with a request which he made to me, and which was to advance him one hundred and fifty dollars in cash; and for which sum he gave me his draft upon Mr. Williams, an American, then resident in Nantz, payable in two months, and which was afterwards duly honored. My heart swelled with joy, in

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the little pittance which I was enabled to afford my countrymen; and this single transaction I reflected upon afterwards with much pleasing satisfaction; although the reader may think it wears somewhat the appearance of vanity on my part in mentioning it, (be it even so) which however, was not my intention.

On the 23d we set sail in order to continue our cruise; and on the day following fell in with an English frigate, which chased us about six hours, and having sprung a leak in the chase, we put back to Cherbourg. Two days were employed in stopping the leak, &c. We put to sea again after this, and shaped our course once more for the Land's End, and were chased every day until the first of January, when we fell in with an English letter of marque mounting twelve carriage guns. She at first made a kind of running fight of it; when orders were given to lay her aboard, which we did, and in doing this, the people on board of the ship quit their quarters and stowed themselves in the hold. The captain of her, as soon as he saw our men on board of his vessel, dowsed the British flag, and yielded her to us. She was from Plymouth, in England, and bound to St. Kitts, in the West Indies. She had at the commencement of the action thirty-five officers, men, and boys. She had four men killed and seven wounded. We had only two men slightly wounded. She was richly laden with English goods. We put a prize master on board of her, and secured them on board of the privateer, she was ordered for Brest. On the 3d there sprung up a heavy gale of wind from the W.S.W. to South, which lasted until the 12th following, and for the most part of the time (we had our carriage guns in the hold, they having been shut down in the first part of the gale)

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we could not suffer any other sail but a reefed foresail. We were notwithstanding obliged when the wind abated any at different times, to get the storm foresail and jib upon our cutter, in order to clew off the English land, which we could plainly see at no great distance whenever the weather would clear off for a few moments. In this gale of wind a great number of English vessels were driven on shore, the most of which and their crews were lost. We counted in sailing along the English coast upwards of thirty wrecks. On the 13th, the weather being moderate, we took an English brig laden with sea coal; manned her and sent her for France. And on the 14th we put into Morlaix to refit and to recruit our men. We had got ready to sail on the 20th, but the wind remaining contrary, we did not sail till the middle of February, when we made a stretch over near the English land; where, when we arrived, we found the English coast so much lined with English cruisers that it was very difficult for us to capture any prizes and get off without their being retaken. After being chased by frigates and other cruisers, superior in point of force to our privateer, from the time in which we sailed from Morlaix till the 6th of March, we arrived at Dunkirk, with a large ship as a prize, which we took off Dover, under English colours, bound from Ireland to Norway, laden principally with Irish linens. Our privateer was disarmed, and the officers and crew were discharged. The owners of the same privateer now offered me the command of her, which I accepted of; and men were immediately employed in refitting her for another cruise.

In the mean time, I took a trip to London, having now plenty of money; having some time before this

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been naturalized, and made a French subject of Morlaix. I had also letters of credit from my merchants in Dunkirk, upon Messrs. Charles and Edward Hague, of London, to the amount of fifteen hundred guineas. I told my merchants that I should travel incog.; that I had some private business to transact in that city, and that it was probable I might hear of something while there, that might turn to their advantage, by frequenting the coffee-houses; if I tarried longer than what I expected to do in that city, I advised them to give the command of the privateer which I had accepted of, to some other person, but if they should see fit to wait for my return, I should be very glad to take charge of their interest. They therefore, after having exacted of me my parole, promised that no other person should obtain from them the command of the Eclipse but myself, provided that I was ready upon the spot in Dunkirk by the middle of May.

In the middle of March I set out for London upon this secret business; at night I arrived at Ostend, thirty three miles by land from Dunkirk, and engaged a passage for Dover, with the master of one of the neutral packet boats. The next day I embarked on board and we set sail for Dover with a fair wind, which carried us to this place in about ten hours. Arriving in the port along side of the quay, the custom-house officers came on board, and began rummaging and searching the passengers baggage. This alarmed me, as I was sensible that it would not do to have mine (particularly at this time) very closely examined; and therefore I slipped a guinea into the hand of one of these officers, who was in the act of searching and overhauling my baggage; on feeling the yellow shiner, (which always has a

uses,) he desisted from any seeing the rest of his com-
rching the other passengers' anteau, &c. to a porter who
him carry it to the next inn. 'I am in a great hurry.' He
follow; (which I felt my-
I was then fearful some one
officers might take it into his
(e.) Arriving at the inn, I
a few glasses of porter with
I hired a post chaise and set
out two hours after leaving
amous city of Canterbury. There
and went to see this ancient
bthic construction, and it is
bf itself than St. Paul's in
ass inside is most beautifully
colours, and far exceeds any-
saw. In the inside of this
to be seen several marble
of the ancient kings of Kent,
resent some who have been
which, I was here told, was
one Ethelbert, who at that
county of Kent. But I was
nearly twelve hundred years
was my guide or conductor
of buildings. While I was
course of people entered the
some English sailors hanged
the river Thames. Part of
the same inn where I then

lodged, and who related this singular transaction to the landlord and others. They said that these poor sailors were brought from the place where they had been confined, under an escort of horse and foot to the place of execution; that there were eleven in number; that they were marched from the shore upon a kind of wooden floating machine, when they were all put into irons fitted for the purpose, and affixed to their bodies, legs and arms, in such a manner that they could not bend either; a halter was then put round each of their necks. This done, the floating platform was towed off from the shore under a gallows, which it seems had been erected by the orders for that express purpose, and where there was about twenty-five feet of water. The floating machine, with the criminals and hangmen upon it, was towed under the gallows precisely at high water.* The hangmen then put each halter over the gallows and made them fast, and left the criminals to die at their *leisure*, or as the tide fell, to die by inches. This mode of punishment was certainly new, and deserves to be noticed, being as singular as it is barbarous. This is also another species of *British humanity*, so much boasted of by Britons and their adherents, in the United States and elsewhere. The poor criminals, hanged as before described, were most of them nearly four hours in dying, and their screeches, groans, and cries were heard for some miles from the tragic scene. The landlord informed me that this was the kind of punishment which was inflicted upon every man and boy who were taken by the English under the American or French flags, if they had ever been

*The tide ebbs and flows in the river Thames about twenty-two feet.

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in the British navy or army, and proved to have been British subjects, whether they had deserted or not; and that these kind of executions had taken place frequently upon the river Thames. Such kind of conduct as this, on the part of the British, rather exceeds their treatment of the American prisoners on board of the *Old Jersey* at New-York, or the glass plot in Forton prison, which I have already related. Now, when all these transactions relative to the cruelties of the British towards their fellow creatures, without taking into the account their numerous barbarities in other places (besides New-York) in the United States, are held up to view, I defy any one to produce any thing in history, ancient or modern, in point of barbarity and cruelty, which has a parallel in any other nation, civil, or even in a state of nature. After having paid my landlord, I was about stepping into the chaise, in order to continue my journey, when he begged to speak to me privately. When we had gone into a private room and were alone, he asked me if I was provided with guineas. I did not comprehend his meaning and therefore desired him to explain himself, which he did as follows. I perceive, Sir, that you are a stranger; if so, are not you apprehensive of being robbed upon the road between this place and London? For, continued he, there are a great number of highway robbers on that road; and as there have been several people, and that within a few days too, robbed on the road, even in carriages, and in the day time; therefore, said he, (shewing me a purse of guineas at the same time) if you will purchase these counterfeits,* you may avoid being robbed of your

*These were well executed, and would, I believe, pass with ignorant people for genuine ones.

genuine guineas, by presenting the attacks you. I was at first a little startled by the proposition, and intelligence respecting the men; I was in fact at a loss what to do with these counterfeit guineas detected with these found upon me. As a stranger in these parts, the officers could easily commit me to prison upon suspicion; and they have it in their power of accusing me, and one who had been sent from France for the purpose of circulating false reports. On the other hand, I knew that a great misfortune might befall me at the time than that of being committed. I would inevitably have been the cause of being betrayed. Upon the whole, I ventured to pay the landlord twenty of these counterfeit guineas, and then continued my journey to London, and on my way I passed through a very populous town, and came to the edge of a tract of land, overgrown with bushes as thick as a man's breast, and very thick. They called it Black Heath; and when we were there two men, very elegantly dressed, upon very handsome horses (both of which had white masks upon their faces,) one of them came to deliver my purse, the other caught the bridle of the foremost horse, and threatened to shoot the driver if he offered to stop. Being in the act of feeling for my purse, I perceived just ahead of us a coach accompanied by several gentlemen on horse back, who, perceiving these people, quit us without stopping, and rode on to their horses, and rode on.

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struck out of the main road, leaped several ditches and fences, and were soon out of sight. I soon after passed the coach and six and concluded that it belonged to an English nobleman, as I saw some of the persons who followed after it dressed in livery.

Most of the gentlemen who were mounted on horseback, and who appeared to be escorting the said coach, were armed each with a hanger or sword, and a pair of pistols. This retinue appeared to the gentlemen highwaymen to be too formidable for them, which was the reason, no doubt, of their going off in such a precipitate manner. I was so near the city of London now (say nine miles) that I could see the steeples above a black cloud of smoke in which the city is constantly enveloped when there is but little wind, owing it is said, to the citizens burning such large quantities of sea coal in the city. I could at the same time observe the spire of St. Paul's Church, soaring considerably above the rest. On the 18th, at 4 P.M. I arrived in the famous city of London, and took private lodgings at the sign of the White Bear, in Picadilly-street. The next day I waited upon the gentlemen to whom my letters of credit were addressed, Messrs. Charles and Edward Hague,* merchants, living in Fen-Church-street; and the latter offered me every assistance that was in his power while I remained in the city.

I found that where I lodged an uncle of mine put up, who was then a colonel in the British army in America; and as I did not like to meet him, I changed my lodgings, and afterwards I put up at a private house not far from St. Paul's. While I remained in the city I made

*Charles, the former partner in trade with Edward, had been dead some years, but notwithstanding, the firm was still kept up.

it a custom to visit the coffee-house much said by British officers about t
erally. At one of these houses I hear
who by his military dress and apaul
ders, I took to be a colonel; and wh
tion with another officer, had served i
in America, for upwards of four yea
furlow for a few months. He valu
deal upon taking the poor yankees of
in their manner of speaking. 'I rec
person who arrived in Boston about
rebels were collecting their forces n
where I then was, who had got perm
town; and who told me that the n
from New-York to Boston was co
marching on in an Indian file to joi
under the command of the rebel gen
Those men, thus on their march, wer
the militia; some of whom were cloth
knapsack, or something like it, on the
had an old rusty musket upon their
which the gentleman observed, had
and some of these men would carry
but end of them uppermost or in t
muzzle ought to be; with the gun
upon the right, and sometimes upon t
and these men were frequently sever
other. The gentleman in question, t
version, would accost them in a fan
manner: To one, 'Well, my lad, whe
Whose answer would be: 'Why, to E
enemi—where do you think? you tar
—maple log roll over you—the old t

n, (addressing himself to
 you think this clean faced
 y,' &c. The gentleman
 and so on, putting the same
 would answer him in the
 colonel to the other British
 jecting his discourse, and
 in America, 'what think
 as have been described to
 g at present made up with
 (by the by) continued he,
 at these naked, half paid,
 els, would ever have dared
 fied, well paid, and well
 ,' replied the other officer,
 ore, I never shall. It is too
 to the colonel; they have often
 mention a number of in-
 ave fairly beaten out our
 our numbers were equal to theirs,
 And this you may rest as-
 , that a regiment of these
 beat a regiment of British
 giment, British and Amer-
 number of officers and soldiers;
 gets to that pitch, when it
 e it at the point of the
 the colonel. I have had
 had enough of this sort of
 He then opened his bosom
 e he had been wounded in
 he officer (who had never
 had seen enough of the

]

bravery of the Americans; so much am determined after my furlow is over, my government orders me to join my regiment to resign my commission. For, continue we shall never be able, with all our force, to conquer the Americans. (hush, said I) I care, replied the colonel, who heard my opinion, and I will maintain it even against the ministry themselves.'

The colonel and his friend soon arrived, and I entered this interesting conversation. I turned over the pages of my pocket book, which were filled with names among numbers of a similar kind, to find the number of British officers, both in the army and navy, at this time, were of a like opinion. The colonel's opinion, indicated an approaching peace between Britain and the United States. I used to go to a coffee-house, where I heard my countrymen, and was amused with more yankee stories than ever heard related in my own country. They had never been so much diverted with anything, as they nearly burst my sides with laughter.

My particular business which I had to transact, and E. H. I closed, and after tarrying there three weeks, without being able to do any business affairs, I set off for Dunkirk, and took the same rout on which I came, and on the 1st of June arrived there. The next day the general sent me on the expedition to London. I went to the Town house; gave me new instructions, and several letters from the court of France. I received, from Burne, Stormont, and Kepple, &c. these were, some proposals of peace.

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posals to the English court, for the liberation of the unfortunate capt. L. Ryan and McCarter, who were Irishmen, but had both commanded privateers in the French service, when they captured a great number of English vessels, and were at last both taken by the English, and were then confined at Newgate under sentence of death, on account of their having been British subjects, and were taken under French colours. They had (however, since the sentence was passed upon them) both been respited twice; and the French court now appeared to interest themselves in saving the lives of these two captains; partly on account of their being lieutenants in the French navy, and partly on account of their having rendered great and important services to France.

I left Dunkirk once more on the 9th in the morning, and proceeded on my journey for London, passed through Ostend, took passage there in a neutral packet boat, and arrived at Dover on the 10th at 5 A.M. Here again the custom-house officers attempted to search my baggage, but which I avoided by telling them that I was a messenger of peace sent by the French; as a proof of this I shewed them the addresses of the letters already mentioned. On seeing these, and begging them not to detain me, as my business required the utmost secrecy and dispatch, they instantly released me and my baggage, believing no doubt, every word which I had told them to be true. I therefore sent immediately and procured a post chaise, set out for London, and arrived there in a little more than four hours, and soon enough to save the lives of the unfortunate Ryan and McCarter, who were to have been hanged the next day. I delivered the letters which I had been charged with,

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to the persons to whom they were delivered half.) A reprieve was granted them after they recovered their liberty. I remained several days in custody, and then got a certificate signed by Lords Stormont and Wyndham, which appeared in a public manner. I was sent to Lord Mansfield, relative to a number of persons which it seems had been sent to the Hague for collecting. He asked me if I was a French subject, and when the signatures placed or affixed to the questions I replied in the affirmative under oath. The amount of the salaries was paid, as I was informed, by whom they had been sent for collecting.

I now had leisure time and went to see the artificial curiosities which about my inclination led me to the Tower, by permission by giving a person half a guinea at the gates, and who was said to be a Frenchman. I observed that his coat (which was red and almost covered with gold) was a person, after I had entered the Tower, he conducted me round, and to shew me the curiosities which my inclination wished to see. He first led me to a spacious hall, where I saw the statues of the kings of England, as large as life, representing all the kings of England, from Alfred the great, in succession to the present majesty; some of whom had been kings of Great Britain after the kingdom of France was annexed to England, all on horseback, and always kept admirably well. I here saw a statue of Queen Elizabeth

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drawing up of a curtain at the farther end of the hall) and an elegant horse, handsomely decorated with bridle, saddle, &c. and a British grenadier as large as life, is represented as holding the reins of the bridle in one hand, and in the other he holds his cap, and appears to be bending towards her majesty, who appears to have just descended from her horse, and lodged the reins of the bridle in the hands of the grenadier. These figures are made of wax. The queen is superbly dressed; the whole being, as I was told, an exact representation at the time the queen arrived at Portsmouth, and the moment she received the certain news of the total defeat and ruin of the grand Spanish Armada. The last statues or figures are pronounced to be by most foreign connoisseurs, as well as natives of England who have seen them, a master piece. I was next conducted into a very large hall said to be three hundred feet long, and one hundred broad, and which my conductor informed me contained one hundred and twenty thousand small arms, besides several thousand bayonets, pistols, &c. This room, said he, has been emptied three times during the bloody rebel war in America, and how many more times it will be emptied, continued he, before the war will be at an end, God only knows. There are here kept constantly employed about one hundred men, to keep these arms, &c. bright and clean. In the next place I was shewn many trophies of victory (the Englishman's boast,) taken from the French, Dutch, and Spaniards, &c., some very rich and magnificent pavilions, or standards, formerly belonging to these powers. I was afterwards shewn his majesty's regalia, besides many other curious and valuable things; to give a description of each would, I fear, tire

the patience of the reader. The f
haps suffice, viz. the imperial crown
of England have been crowned with
Edward the confessor, down to the
orb or globe, held in the king's left
tion, on the top of which is a jewel
half in height, of inestimable worth.
with the dove, the emblem of pe
Curtana,* or the sword of mercy,
two swords of justice, spiritual and
silver font, double gilt, out of which
are christened. A silver fountain,
Charles the II. by the town of Plym
of Wales' crown. Queen Mary's
scepter, with the diadem she wore in
coronation. The ampulla or eagle
holds the holy oil, which the kings
land are annointed with; and the
the bishop pours the oil into, and wh
of antiquity. The rich crown of state
wears on his throne in parliament,
emerald seven inches round. A p
richest in the world, and a ruby of
All the above mentioned articles w
a woman, by candle light, each of v
putting my right hand through an
not permitted to go into the room o
articles were deposited. The last
shewn me by this woman, were se
cities, &c. in miniature, and made b

*An old rusty sword with one edge to it
bard and is of ancient construction; worth
three shillings sterling.

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tion, while she was a prisoner in the Tower a number of years. These last were of the most admirable workmanship. I was also shewn a great variety of shells, taken from the sea shore, remarkably curious, besides a great many kinds of wild beasts, birds, &c. brought from foreign countries. Among the last was an eagle of a gray colour, about five feet high, and large in proportion to its height, which my conductor told me had been within the walls of the Tower nearly one hundred years. After seeing all that was curious at the Tower, I went to the British Museum, (so called) where there are a great number of figures of wax work to be seen of different sizes, and in different positions. I must acknowledge that at first view of them they appeared to have life in them. On one side was seen a woman as large as life, seated in an elegant chair, in the act of suckling an infant, both beautiful beyond description. On the opposite side of the room, was seen a young man upon his knees in a most supplicating manner, at the feet of a young lady (representing as his mistress;) the former of which, in this humble posture, addressing, (or is made to appear so) the idol of his heart, in the most pathetic manner (at least with his eyes, which generally is allowed to speak the language of the heart.) Here are also to be seen infants preserved in some kind of spirituous liquors, who were taken out of their mother's womb, and appeared as animated as when first extracted from thence. I was shewn one of these not more than six inches long, and which the surgeon, who often attends here, declared to be no more than five weeks, from the time the operation was performed, of extracting it from its mother, to the time when it was formed. This, however, I did not believe.

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I was next led by curiosity, to parliament Abbey where I saw many curiosities, far beyond my weak capacity. After this I went to Spring Garden to a giant, who was pronounced to be eight feet high, by some persons who had just entered the apartment where he was proportioned as to his body, legs and arms which coincided with his height. He was dressed, with a superfine broad cloth coat, white buff vest and breeches, white silk shoes and buckles; and wore a black cockade which was a black cockade; and he had a fine appearance, especially in his walking, of a man. I asked him a number of questions and he gave pertinent answers, in quite a polite manner. He told me that he was twenty-three years of age, and that he had been liberal in his education, his parents were poor working people, and he was not larger than the common size.

While in this city I made it a custom to spend my evenings either at Covent-Garden, or at the Opera House, or at the Riding-School, or at the Opera Market. I was one night at the latter place when the present majesty entered. The spectators on the arrival into the house with a general burst of laughter. This surprised me that the Prince of Wales shortly after entered in waiting, was received with shouts of applause, a pretty general echo of the word *bravo*.

* His education, by his own story, was at the hands of an Irish lord, and to whom the giant is under obligations, after he shall have made the tour of Europe.

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that signifies that the performers have acted their parts well; and which I have often heard pronounced by the parterre, (the pit) in France.

Mr. Hague was so generous as to present me with a family ticket for the play, every night when I had an inclination to go to Covent-Garden theatre; and with which I could always gain admittance there, either in the pit or boxes, without its costing me anything. (This was a silver plate of an oval form, about two inches over, with his name engraven on it.) As I understood by him he paid the managers of that theatre by the year, and which I found practised by numerous heads of families in the city.

On the night of the 10th of May I set out from Westminster, and crossed the bridge of that name, which is a noble and grand piece of architecture. The other two bridges a little lower down the river Thames, called London, and Blackfriars, are not to be compared with the fine bridge of Westminster. After having crossed this last, I was most delightfully pleased with two rows of lamps, both in a straight line, extending along each side of the road which leads over this large and elegant bridge for two miles distance from it. I sometimes took occasional walks upon St. James's park, where I frequently saw the royal family exercising in walking on foot. The king, upon these occasions was dressed quite plain, and some of the princesses were not known by strangers from any other women of quality. In fact, I noticed that the maids of honour to the queen were more elegantly dressed here than the princesses. I thought these last to be very ordinary, or far from being handsome women.

I was once at Whitehall, (the king's palace) on pur-

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pose to see his majesty, and waited in a hall, through which the king was to pass, to hear some divine service performed at a small distance from the palace. A great crowd of people gathered together to see their king. At length he passed, accompanied by several lords in waiting, and cried out, 'Make room for his majesty!' the crowd gave way upon each side, and he walked on between them. I saw several kneel when he was near them, and each of them (each one) with a paper folded before him, as if he proposed to have been petitions to his majesty. The lords in waiting received these petitions of those who presented them, but none of his lords made any stop, but continued to walk nearly as fast as they could towards the king, thought of my country, the people without a king; and I hope they may be with one, with all the leaches of royal power on the throne, (as is here the case) and with greedy appetites the hard earnings of my country! Thou art yet happy, England, the subjects of which are (with but few exceptions,) in a state of idleness, notwithstanding the royal proclamations and trumpetings for royal service notwithstanding. The king, so much beloved by the people of England, is a mere clumsy fellow, with round shoulders, and a great head, which the English themselves say, is not over stocked with sense, and I observed that there was not any countenance which is significant, or that is worthy of respect. The queen, on the contrary,

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I try to draw the attention of
 and was generally spoken
 of by our majesties; and I have no
 tolerable handsome woman.
 I saw a handsome figure of a
 fair sex. I also visited the
 I heard several speeches of
 Charles Fox, Esq. and who was
 a people of England, and I
 oftener than the king, in all
 happened, or dined; some of
 the city. At this time
 a zealous advocate for the liber-
 ty which was plainly to be
 seen on the floor of parliament.
 'That the best way to rec-
 on the people of Great Britain
 or the country to declare them inde-
 pendence with them at once; and
 they would have the honour and glory of
 a sincere friendship between
 as near as I can recollect,

I remained about four weeks this time,
 and then I sailed for France. I passed
 from thence to Dover; where I
 found an inn where I put up say, that
 and having no inclination
 to what score, I walked down
 to a neutral packet boat ready
 of which I embarked with
 and in about ten or twelve
 I was landed in the latter

]

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place, where I hired a post chaise, arrived at Dunkirk.

On the 12th of May, 1782, I was in command of the Eclipse cutter prize which I had sailed in with captain Fanning, carrying eighteen French carriages mounted on carriages; and her officers consisted of one hundred and ten. Her crew was made up of different nations, viz. French, Dutch, Americans, (about fifty-five in all), Flemish, Maltese, Genoese, Algerines, &c. &c. almost all of French or English.

The manner of fitting out privateers in the country deserves particular notice. The practice is this: The owners of privateers advance sums of money to the officers and crew. The captain sails on her intended cruise with forty-five guineas; to a second captain fifteen guineas; to each of the lieutenants ten guineas; to the gunner, boatswain, sailing master, fifteen guineas each; and so on for the rest of the officers in proportion to their rank on board. To each ordinary seaman five guineas, &c. &c. These sums of money are advanced by the owners of the privateer fitted out in France, to the captain before sailing, as a kind of bounty. The sums enumerated as above, are for a six weeks cruise. The sums are raised to the officers and crew of the privateers to which they belong should be successful on their cruise. All these sums, however, are paid out of their prize money, after the cruise is over.

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ished. If no prizes are taken during the same, or not enough when sold to amount to the sums so advanced, the said officers and crews are not liable to refund to the owners the monies, which they may have received, or any part thereof.

On the 6th of June we got under way, the wind then being at W.S.W. and stood to the Northward for the coast of Scotland. On the 10th we captured an English brigantine, laden with sea coal, put a prize master and crew on board of her, and ordered her for Dunkirk. After which we ran a large sloop on shore near Scarborough, which we made an attempt to get off, but in this we did not succeed; we then set her on fire. The next day we captured two large coasting sloops, and sunk them, after taking out the crews and putting them on board of the privateer. On the 15th, captured a large English ship off Buchaness, (and finding that she was valuable, being laden principally with Irish linens, besides other effects) on board of which we put a prize master and fifteen men, and ordered her for Dunkirk. On the 16th towards night, made the Orkney Islands, which lie to the Northward of Scotland, in about 60 deg. of N. lat. and in long. 10.20.W. On the 17th, sent my boat on shore, and demanded some fresh provisions and vegetables, of the magistrates of a small town on one of these Islands, *in the name of John Dyon, captain of his majesty's cutter the Surprise*. About 10 A.M. the boat returned on board with a quantity of fresh provisions, &c. At 4 P.M. several boats from the shore came alongside with several natives in them, whom we could scarcely understand a word they said. At 5 P.M. we obtained a pilot on board, and agreed with him to pilot us into a port called Hopes Bay. At 6 P.M. came

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to anchor in the aforesaid Bay. I
telligence that several vessels were
time from Quebec with furs, &c. and
than probable they would be with
was a rare thing, the inhabitants in
French privateer in these seas.

The greater part of my crew at the
Americans, or those who could speak
fore kept the pilot on board, and
could speak that language, to be con-
This done, I laid an embargo on sev-
in this port. After which, I lay her
ing for the Quebec fleet; during which
inhabitants suspected my being an ene-
at 2 P.M. there was a report brought
officers who had come on board from
there were two English vessels back
that they appeared to be standing to
gain the harbour where we were.
I went aloft, from whence, with a glass
plainly perceive a large ship, which
resembled a frigate of twenty-eight
mounting fourteen guns, both having
sails flying; and I was the more confident
enemies, as I could see that the colours
different from those of her size below.
nation. In this state of perplexity I
was at a loss to know what was best to do first
that no time was to be lost. However,
with the consent of the pilot, that these warlike ves-
sels should be sent to the port where we lay, that night
I thought it expedient, and in our opinion
to destroy the town or burn it. This last

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be so justifiable according to the rules of war, and usages of civilized nations; but I knew it would in some measure retaliate for the depredations of some of the commanders of the British ships of war upon the coasts of the United States; particularly by James Wallace, commander of the *Rose* sloop of war, who had already, with the assistance of his officers and crew, burnt several small villages upon the American coast; in some of which descents on the said coast, he and his adherents had committed divers acts of the most wanton and barbarous kind towards the inhabitants of said villages, ever recorded in history. Having, with the approbation of my officers, determined upon either burning or ransoming the village, opposite where we were at anchor; I ordered my first lieutenant, with a number of marines well armed, to proceed to the shore, and to lay the town under a contribution of ten thousand pounds sterling, to be executed in one hour, and in that interim to send on board three of the principal magistrates of the town, whom I was to detain as hostages until the money was paid and safely lodged on board of the privateer. The lieutenant, having received his orders how to conduct this affair, landed with his men, and convened the principal inhabitants, to whom he communicated his business, and the reason of his appearance then in the place in a hostile manner. They begged of him to allow them one quarter of an hour to consult upon this matter in private; and which, contrary to his orders, he granted them. During this short interval the lieutenant, with his men, fell to plundering the inhabitants of their silver plate and other rich articles; ravishing, or attempting to ravish, the young maidens, and committing other acts of barbarity, all

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against his particular orders, which ordered the inhabitants that they became in their turn they attacked the lieutenant with huge clubs, stones, &c. and retreated towards the shore, where they fired the privateer's guns; but the lieutenant, a desperate fellow, and recollecting that I had given any part of his orders, faced about and rushed upon the inhabitants, who in consequence fled in a very precipitate manner; several of the privateer, at the same time, loaded and fired musket and canister shot, being discharged by the lieutenant, after having set the town on fire, and the vessels which lay aground near the shore with his men, none of whom were I perceived to be among them a good deal of plate and other valuables, and also a very beautiful young girl, about sixteen years of age, very handsomely dressed, and who begged me to suffer him to detain her until she had arrived in France, promising, when she should be there, he would marry her. Enraged at his presumption, and being, at first sight of this beautiful girl, greatly prepossessed in her favour, I ordered him to restore her to her liberty, and also to inform me whether she was already married, I ordered him to be confined below to his cabin, for disobedience of my orders, and for being so cruel as to detain a woman in question without the consent of the commanding officer, and which he at first told me was required of her if any of my officers should attempt to injure her. She answered me by falling upon her knees, and begged of me to spare her, saying in terms that she was mistress of,

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English, not to carry her away from her parents and friends, but to suffer her to go immediately on shore, without depriving her of that which she said was dearer to her than life. She then made another effort, and clung fast hold of my knees, muttering something to herself of which I did not comprehend the meaning, but supposed it to be a prayer. I lifted her up and seated her in a chair, desiring her to wait a moment, and that I would myself see her safe on shore; but she now (having perhaps not understood me) cried, tore her hair, and raved like a mad person. She still thought that I intended to carry her off. The privateer being now under way, I wrote a few lines to the young woman's parents, desiring them to believe me when I disavowed to them that I had had any hand in causing their daughter to be brought on board of my vessel; as proof of which, I had myself seen her safe on shore, and that I did not wage war on women or children; and finally I wished them happy in receiving their daughter again into the bosom of their family, as virtuous as when forced from them. Accordingly, I ordered the boat manned, and embarked with this young Scotch lass, and approached the shore amidst a shower of stones thrown at me by the inhabitants, who had assembled there to oppose my landing. However, as I landed they retired some paces back, and stood with their arms folded across their breasts, in wonder and astonishment at our boldness. Having landed the young woman, I made bold to steal a kiss from her, which was delicious, and which she returned with earnestness, saying 'taunky, taunky, guid mon,' and then tripped away from me with a light pair of heels.

After this I proceeded on board of the privateer, and

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about ten at night we set the pilot five guineas for pilotage (his price) same night we got clear of the Or having run in the way of the two Efore mentioned. The next day we lish sloops, manned them and sent The night following we took four E three of them; the other one, the l the English prisoners who were on l teer, to be transported on board of tl had signed a writing, purporting t captured by the Eclipse cutter, unde and mentioning the commander's which they requested me to give t them the sloop to go where they pl me good bye, and we parted.

On the 29th, stretched in under Kildy, lying to the Westward of S sunk two sloops loaded with pipe cl small harbour and came to anchor quantity of fresh vegetables and p 30th, we arrived off the N.E. part of fell in with two English frigates, at them twelve hours. The first part were to leeward of us, but having our mast, and the frigates gaining were, on account of that misfortune sail. In this situation we delibera

*At this time the captain of each French s a crown a head for every English prisoner, ernment. This was one reason that I took a ers when I released them; another was, l were bound to return an equal number of F

do, and concluded to bear
 withstanding both frigates
 leeward of us. We now,
 ly, bore away, set the fore-
 the sail we could. When
 directly before the wind,
 frates was now as near us as
 backed and stood across our
 at I should be obliged to
 this reason after the yards
 and peak ties of the main-
 ury previous to coming
 ne of the officers and crew
 as they could. As we ap-
 the two frigates, who were
 d, in order to prevent our
 man at helm appeared by
 rivateer, to be very much
 cieving this, I took the helm,
 directly between the two
 hem began firing into us;
 board of both ships, which
 and within pistol-shot, so that
 bly fired their pistols into
 rines and top men. A great
 rough our waist and boat,
 deck; one of which went
 fell into our cabin, which
 e at last got so far to lee-
 that they ceased firing their
 ow guns warm in firing at
 we wounded, but not a man
 rigging damaged, but our

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boom and mast had several shot the
wind beginning to fall we set more
sails and got clear of both frigates.
being in sight of Slime Head, we
sail to windward standing immediately
prepared for action; soon after saw
colours; we did the same and hoped
now perceive that she had twelve guns
had the appearance of a letter of marque
for boarding were ready at their stations
sprit and the yard arms. She approached
shot of us, and having hailed her,
English ship. I ordered our ensign
down, and a French ensign and anchor
hoisted; as soon as this was done she
board broadside into us and the batteries
gave her four broadsides, when she
cried out, 'À la bordage, mon capitaine
her, captain.) We then ran the prize
the enemy, when the boarding men
her. They now quit their quarters and
down came the Englishman's flag. She
Lovely Lass, from the Island of St
Indies, bound to Liverpool, where
was a valuable prize, loaded with
and other articles of West-India produce
hundred and sixty tons, and had nearly
twenty-four long nine pound carronades
eighteen pound carronades mounted
sides swivels, small arms, &c. and
engaged us, seventy-five officers, nearly
lost in the action one mate, boatswain
two boys killed, and eleven of her crew

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We lost in this battle, two killed and seven wounded, out of sixty-eight, which was the whole number, including officers, that we had on board at the commencement of the action. We put on board of this valuable prize, the third lieutenant of the privateer as prize master, and sixteen sailors; and ordered him to keep company with us, having concluded to convoy her into some port in France. The next day we took another prize, a brig loaded with provisions, bound from Ireland to Portsmouth; manned her, and ordered her for Morlaix. On the same night we lost sight of our prize, which we undertook to convoy. On the 3d, we shaped our course for l'Orient, in order to refit, (being now in want of hands, a new mast and boom, besides provisions, &c.) where I arrived on the 7th, after having been chased two days successively by an English frigate and cutter.

On the 24th day of July, the privateer being completely refitted and furnished with every thing needful, we set sail again from l'Orient in order to finish our cruise. We steered for the coast of Ireland, and arrived off the highlands of Dungarvan, on that coast on the 27th. At 5 P.M. we took a large galliot loaded with sugar and coffee, and a sloop from Glasgow, laden with bales of broad cloths, linens, &c. Put a prize master on board of each, manned them, and ordered them for Morlaix. On the 29th, took a small English sloop from Bristol; the master of which informed me, that he left at that place sixteen sail of merchant ships, mostly letters of marque, waiting for a fair wind to proceed from thence to Cork; and that he understood that they were to be convoyed by a man of war's tender of fourteen guns. After the captain of this sloop had given me

this information, we took out of the goods, which was all the valuable property on board, and gave the captain his share of it. At meridian I sent my boat on shore with the lieutenant and the boat's crew armed with some fresh provisions and vegetables, and ordered them not to molest the inhabitants if they were not executing my orders; and I furnished them with orders not to take anything of them without my leave. At 2 P.M. the boat returned on board, with one fat ox, a few of the fattest sheep, geese, turkies, fowls, &c. and a young man and his sister (a beautiful young lady). The young man, it seems, the lieutenant had invited them that he belonged to his regiment. To my surprise; promising them they should be welcome on board, and have liberty to do as they pleased. These young people they said, son and daughter to the captain, had been on a hunting match, and on their way home, they fell in with my lieutenant, and accepted of his invitation, having never been on board of any vessel whatever.

They were both very handsome and well dressed. The young lady had on a riding habit, and the young gentleman such clothes as were suitable for the party of diversion which he had been on.

I made them very welcome; ordered to be set upon the table for them to drink wine for them to drink, as they appeared fatigued. We chatted awhile together, and told a few jokes, all was glee and mirth. The young man came along side, those of my officers

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speak English, were ordered below deck.) As soon as the young people had refreshed themselves, they desired to go upon deck to see the great guns (as they termed them). The young lady was very inquisitive, and asked me a great number of questions respecting what she saw. She wished to have one of the carriage guns fired off, which she was gratified with, but appeared to be somewhat frightened at the report of it and begged of me not to order any more fired. The cry of a sail, by a man at mast head, now drew the attention of all. Soon after this we saw that she was a large ship and shewed English colours. I now ordered all hands to quarters, and the men who had been confined in the privateer's hold, who could not speak English, mounted upon the deck, and the young gentleman and lady (who it seems understood French) hearing so many of my crew speak the French tongue, they began to think we were enemies. Now let any one judge of these young people's surprise, when I assured them that our privateer was a French one, and an enemy. Upon hearing this they appeared to be struck dumb with astonishment. The young lady first broke silence, and said, 'My dear sir, I hope you are too good to have any intentions of carrying us to France,' and before I had time to reply, the young gentleman spoke and said, that he would not be carried to France for a thousand guineas; but if I took him away, he begged in the most humble stile, that I would order his sister to be set on shore, adding that their parents were old people, and that it would nearly break their hearts to lose both of their children at once. The young lady then replied, with vivacity, if I would set her on shore, she would engage to send me off on board the privateer

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in four hours, three hundred guineas herself and brother, and that I might board as a hostage, for the due price she had promised. After she said into tears, crying 'O, my dear papa :

Having never had any inclination of them on board longer than it suited the boat manned, and told these your might go on shore whenever they pleased before they heard this news, their joy and their expressions of thankfulness and grateful beyond description. The man now begged to know my name, should come to be a prisoner, in either land, I might command him or his stepped into my cabin, and wrote, address. I declined, however, telling the name of the privateer which I was now about handing the young lady to. I begged her to permit me to take which she without hesitation granted thought at the time sweeter than the then embarked, and I had the pleasure safely landed: after which the boat and was immediately hoisted into weather having fell calm; when the the young Irish people were set on shore in one league of us and shewed her boat really had the appearance at this time and shewed thirteen guns of a side. In business, I consulted my officers whether to attack her; a major part of them were and I found nearly all my crew were

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We accordingly out sweeps, and endeavoured to get along side or under her stern, before night set in. We soon got within reach of her guns, when she began to fire upon us; but we after this soon got astern of her, where she could only annoy us with her stern chasers. At the setting of the sun we had got close under her stern, within musket shot, and could now perceive that she had a great many soldiers on board. We now gave the privateer a rank sheer, brought our broadside to bear upon her stern, and poured it into them, which made great confusion on board of the enemy. We repeated this several times and then rowed directly along side of her; when the boarding men being in readiness, they jumped on board of the enemy, part of whom instantly quit their quarters, on seeing a number of naked men* jumping on board of them. In five minutes after my boarding men had got on board of the enemy, they bawled out, 'Quarters, quarters, for God's sake!' and dowsed their colours. She proved to be the *None Such*, an English letter of marque, of Bristol, bound for Cork, laden with the manufactures of Old England. She mounted 26 six pound cannon, part of which were brass; and had on board when she engaged us, by their own account, eighty-seven officers and men. We found killed upon her decks and forecastle fourteen men and boys, and besides they had thrown overboard several of their men who were killed during the action; which

*We had on board of the privateer about thirty of these boarding men; they were Maltese, Genoese, Turks, and Algerines. They were large, stout, brawny, well made men, and delighted in boarding an enemy. Upon these occasions they stripped themselves naked, excepting a thin pair of drawers, and used no other weapon but a long knife or dirk, which were secured in their girdles around their waists.

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continued only 31 minutes. Besides men, she had on board one hundred British troops, which were destined to be joined by others then at this action on board of our privateer seven wounded. We put on board a lieutenant as prize master, and thirty-five picked men, took out the cargo and part of her crew, and transported the privateer. We took care to see the officers and soldiers on board of the ship confined below deck, as well as the rest, and I ordered the prize master not to let the prisoners to come on deck at any time. She arrived in port. I ordered the prize master to see that she could get into in France.*

I was exceedingly sorry to learn from people who came on board my ship after this battle, that my lieutenant had taken with the two young people before me, ordered the young man of a gold watch and a diamond ring, which were now gone to France in one of the prizes. I had never afterwards saw. I should have had seen him, obliged him either to return to the owner, or make restitution for the same.

After this I shaped my course for the Bristol channel, where I arrived five days, in hopes of falling in with some of the Bristol fleet, but a violent gale obliged us to shift our station, and to the greatest difficulty and hazard to make a very short sail, double the Land's

*She arrived safe at Brest.

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eral times during this severe trial in the most imminent danger of being cast upon the coast. Having however got into the English channel, we hove to, and lay thirty-six hours under a ballance try-sail. On the 9th of August, the weather cleared off and became more moderate. Towards night we took two prizes, a brig and a sloop, put prize masters and men on board of each, taking out nearly all the prisoners, and sent them for Morlaix. At 10 at night, landed a party of men on the coast of Cornwall, well armed, and took off some fresh provisions, which at that time we stood much in need of for our wounded men and prisoners. On the 10th at Meridian, we captured two English brigs, in sight of twenty-eight English ships of the line that were then lying at anchor in Torbay, besides several frigates and cutters at anchor with them. The two prizes were laden with provisions, and were bound for the grand fleet just mentioned; manned them and sent them for the first French port they could get into. Afterwards we stretched into a bay near Falmouth, where we could discover a brig and a sloop lying at anchor under the guns of a small fort; we soon got within gun shot of the same and brought to. With this the fort began firing at us pretty briskly; and also upon my boat, which had been sent with a few armed men to take possession of the brig and sloop; the crews of which had at first, when they discovered us to be an enemy, abandoned them and fled towards the shore. The fort was silenced after we had discharged a few broadsides at it. The second lieutenant, with a party of men, was now dispatched to take possession thereof; and on their landing and approaching the fort, I was not a little surprized to see about a dozen women quit the same, and make a

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precipitate retreat from it; and what more was, that not a man was, or had at or before the time of my men's women, by the by, were each armed as they retreated, they would once in and discharge their pieces at my men to take possession of the fort; when entering it, found four four pound pounders, mounted upon carriages, and his party spiked up, and then returned on board, bringing with them powder which they found in said fort, master and crew on board of the brig laden, and ordered her for Morlaix. to the English prisoners, which were consisting of one hundred and ninety and boys. The sloop had nothing of any consequence. The prisoners to me for this gift, as well as for their before we parted, made many promises to assist us, if ever they were acquainted with prisoners of war in any part of England. I gave them a certificate of them, as was customary. They gave us three cheers, after which they stood off from the land.

On the morning of the 11th we fell in with, * a fifty gun ship, and one of the British navy, and two frigates.

*The way I came to know that this ship was the same having seen and conversed with her 2d lieutenant time thereafter, and who mentioned several things that occurred during the chase; and that it was the same as the Jupiter, if they had captured us, they would have taken us to the yard-arm.

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when we first discovered them about W. by S. distance nearly five leagues; the wind then blowing a fresh gale at W.S.W. We bore away before the wind, and packed all sail upon the privateer. The three ships gave chase to us, and spread all their canvass which would draw. We soon after saw a large cutter directly ahead of us with English colours set. The largest ship astern now hove out a signal, and the cutter hove to to obstruct our passing her. All hands were now called to quarters on board of our privateer. We approached the English cutter fast, and perceived that she mounted fourteen guns, and that she had hauled up the tack of her mainsail, and was prepared to give us a warm reception. The ships in chase of me were now in such a position that in order to avoid them, I was obliged to run within pistol shot of the cutter. We passed her; in doing which we exchanged broadsides. She did us no injury. We then rounded to, and gave her our other broadside, which carried away her topmast, jib tack, and peak tye. In this crippled situation we left her, and continued our course before the wind, without taking in a rag of sail, as the ships were then close to our heels. One of the ships in chase, having got up with the cutter, and hove to, to her assistance, the cutter very soon disappeared as we thought, and we concluded that she sunk, but after this we saw the ship, which had hove to, to assist her, take her in tow, and stretch in towards the land. At 3 P.M. we had so far outsailed them that we had lost sight of all of them but the fifty gun ship, which was now about three leagues distance astern of us; and about the same time we discovered ahead of us the English channel fleet of men of war, extending in a line from abreast of the east end

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of the Isle of Wight towards the sea for several miles. There appeared to be no alternative but to run directly through this line of ships. I proceeded in this hazardous and dangerous manner. Don ordered the French colours hauled down, and the British ensign and pendant hoisted. I distinctly count in this fleet twenty-one ships in line, several of which were three-masted, a number of frigates, sloops of war, and a few small boats. Signals were displayed on board of several of us. The grand fleet also made several signals. I certainly at this time, made some doubts in my own faith to believe that the deception was not contemplated, relative to our being able to pass through which now awaited us, would succeed. I had been built in England and was like the king's cutters, and the most of the crew spoke English, and were dressed in British uniforms. Being the case, the deception was ordered all those who could speak English to go below, and then approach the fleet with boldness, entered the line, and passed through between two three-masted ships. On board of both (we being then within hail of them,) they hailed us in these words: 'What is that?' The answer was, 'His majesty's ship.' We dropped our peak, and dowsed our flag, and these wooden castles; but did not touch them. We had nearly got without hail, when they ordered us to bring to. We answered ay, and then being kept on our course. We had no intention to slip, and meant to show them a yard of their own leg bail. The ships of the line

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several cannon at us, the shot of which flew considerably beyond us, passing over our heads. Finding that we did not bring to, three frigates, a sloop of war, and a cutter, separated from the fleet, and gave chase to us. The fifty gun ship at the same time passed through the grand fleet, and continued to chase us. The cutter appeared to outsail either of them; and she in fact sailed faster than we did. Perceiving this, I ordered the man at the helm from time to time, to give our privateer a rank sheer, and ordered the drag overboard to retard her way through the water. The English cutter came up within musket shot, and began firing into us.* We gave her two broadsides and cut away some of her rigging (which she hove to to repair, as we supposed.) But after this she did not attempt even to follow us. This was done just in the dusk of the evening; and at the same time the other ships, except the Jupiter, gave over chasing us, and hauled upon a wind, which increased, and the last mentioned ship appeared to gain upon us; however night shut in, and we could not see her with our naked eyes, but could perceive her quite plain with our night-glass. Being by this time much fatigued, after having gone through so many different scenes in the course of the day, and an hungered withal, I stepped below to get some refreshment, not apprehending that we should be taken at this time by any of those ships which had been chasing us, excepting I thought it was doubtful whether we should get clear of the Jupiter or not. I had no sooner got below than the fellow at the helm broached to the cutter and carried away our top-mast just above the uppermost

*The English cutter neither killed nor wounded any of our men, nor did us any injury.

with. The steering sail, ringtail, and yards gave way, and parted at the throat, throwing us into some confusion. I cut the main and water sail cut clear, and took to the cutter, in attempting to execute my plan of saving the mainboom, there being a bad sea running, but I could not save him but did not succeed; then I was drowned. Having got the cutter becalmed and the light sails secured on board, I proceeded, employed with as much expedition as I could, to get a spare top-mast on end; but before I was in this, the fifty gun ship came up with us from the stern, and luffed up under our lee, in the following manner, 'Strike, you d——d Irish rascals, the peak of your mainsail, and haul down the ensign to the windward; hoist out your boat, and take on board of his majesty's ship.' I answered that I was full of holes that she could not swim. At four o'clock in the morning and near dawn, before day would break, no moon, and no wind, she replied, that they would hoist out the cutter, and ordered me to hoist a lighted lantern. I complied with which was complied with. She then was taken in, her courses hauled up, reared her head to the Southward, ours at that time was in the opposite direction.

My officers were now in reading the names of prisoners of war to the enemy, having themselves in their best clothes, and two of them suggested to them the idea and probability of making our escape from the ship, as a majority of them was for attempting it, a hazardous business; and I told them

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self at helm till we should get out of reach of the enemy's shot. The plan thus being concerted, we proceeded to carry it into effect, the enemy being at this stage of the business, busily employed in hoisting out their boat, which we knew by the boatswain's call. I ordered some men to sway up the peak and let draw the jib sheets; this done, I directed every man and boy to lie flat upon the deck; and our privateer just began to gather head way, when the enemy's boat left the ship in order to board us. I desired every one to obey my orders, and we should quickly get away from the enemy (and which they paid implicit obedience to;) but I must confess, I had not much faith at the same time of getting away from them. They perceiving our intentions, their boat returned on board, and she instantly began a most tremendous fire upon us from all parts of the ship, and she had the appearance for a few minutes, of a luminous body of fire. She was at this time within musket shot of us.* They by this time finding that we were trying to make our escape in good earnest, wore ship, and got aboard their fore and main tacks, set their top gallant sails, and in fact, crouded all the sail which they could set by the wind after us. She however, continued to fire her bow chasers at us. We now hove in stays, and were obliged in stretching by her to expose ourselves to another broadside, as well as from the musketry. I knew this to be the pinch of the game; and therefore, cautioned once more, every body upon deck to lie as close as possible. She blazed away at us from every part of her as we passed each other. At this moment I received a flesh wound in the leg, and another in

*Several musket balls were afterwards picked up upon our deck, and a number found in our spars.

the forehead, by a splinter, and down, and stunned me (upon deck time motionless. Several of my officers wounded at the same time and some 'For God's sake, let us strike.' Having myself, and got hold of the helm, I saw that in ten or fifteen minutes more of gun shot of the enemy. We were from the enemy very fast. We turned passing her this time she could but not her shot. We found it best to tack then plying to windward, and as we privateer with more ease and advantage than the enemy, we could ply to the windward they could; accordingly, the next day we saw the ship, though she fired her broadside she did not reach us. At day light the enemy were at least four leagues to leeward she soon after gave up the chase and returned. It is my opinion that the enemy expended more shot in firing at us, than she would have done in engagement with an enemy's ship of the same force. So much for the Irish race—me—but the bird had flown. And now I beseech you, Englishmen, you may return to your royal master, 'that you catched and lost him.'*

In this running fight we did not lose any of our men. We had enough else to do, to manoeuvre and keep out of reach as much as possible of the enemy. We had on this occasion

*Alluding to a record once made at sea of a ship that 'caught a dolphin and lost it.'

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slightly wounded, but none killed. Our waist and boat (stowed in the chocks) were pierced through and through with eighteen and nine pound shot. Our sails also were full of shot holes; not less than seven hundred and fifty of these last could be counted (after we had got clear of the Jupiter) in our mainsail alone; but during the whole of her firing upon and into our privateer, she did not cut away a single piece of rope or rigging of any kind whatsoever. We now had some leisure time to dress our wounded men, and to take some refreshment, there not being any vessels in sight except the Jupiter, and she was so far to leeward that we could but just discern her.

At 10 o'clock next morning we were close in with the English land, opposite a small sea port called Rye; here we captured an English brig* laden with sea coal, put a prize master and crew on board, and ordered her for Dunkirk. Also took a small sloop in ballast, and gave her to the English prisoners, to the number of ninety-four; we took a certificate of them, and they made us many profers of friendship, and wished us well, gave us three cheers, and departed.

On the following day, at meridian, the wind being at S.W. by S. and the weather somewhat thick and cloudy, we discovered a sail to windward standing towards us. We hove to, waited for her to come up with us, and prepared for action. Soon after we could plainly see that she shewed twelve guns of a side, and appeared to be full of troops. She soon after passed us within gun shot, but did not attempt to speak us. We at this time had English colours flying, which I ordered to be

*Several Englishmen entered on board of the privateer, belonging to vessels which we took.

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hauled down, and French colour place. The enemy, as soon as they were, took in their light sails, and for us. The boarding men were at stations, and began crying as usual, 'capitaine.' The swaggering English, cannon shot, gave us a broadside, and the action commenced within. English fired briskly for about five minutes, then began to slacken. At about three o'clock I was wounded by a musket ball, which struck my left leg, which bled so fast that my leg was full of blood.* I took a handkerchief round the wound, and found no one remaining at my station upon deck during the action. We could now hear the wounded and dying on board of the enemy, but had not as yet lost a single man. We did some quick work, and put an end to the conflict. The privateer laid alongside of the vessel, and the naked and other boarding men, by the yards, bowsprit, &c. in a full flight, were anxious for the moment to arrive, when they were on board of the enemy. At length we ran under her broadside into her, which raked them, and made a dreadful slaughter of them; we then ran to her lee, and our boarding men jumped on board the enemy, where the conflict was bloody.

*I did not feel the ball when it struck me, but besides myself know that I was wounded until it was too late.

**The English kept constantly hallooing, 'No quarters, or we will give you no quarters.'

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minutes, when we gained the victory; most of the English, as usual, having quit their quarters, and skulked below decks, nearly at the same time my men had got on board of them. However, at the very instant the enemy bawled out for quarters, they were upon their decks, almost double the number of them to the number of which my men consisted, then on board of the ship. The fact was, that in this instance, as well as in several others of a similar kind, the courage of the Englishmen failed them at the moment they saw a crowd of naked men leaping on board of them, or suspended in the air, ready to drop down upon their heads. I say, when they saw such sights as these, they were converted instantly into the greatest cowards and poltroons in nature; they became mere shadows. I speak from knowing the fact, having so often had ocular demonstrations of the truth of what I have here advanced. Her flag being struck, she proved to be the Lord Howe, from Cork, bound to the Downs; was, when taken, in the king's service, and commanded by a lieutenant of the navy. She was about six hundred tons burthen, had mounted upon carriages twenty-four long six pound cannon, besides several short carronades, cowhorns, swivels, &c. Her officers and men, (mostly old man of war's men) at the commencement of the battle, according to the report made to me by the lieutenant, consisted of eighty-seven. Besides these, she had at the time, one hundred and ten officers and soldiers, belonging to one of the English regiments, which had been stationed in Ireland. The enemy lost in the action one major, one lieutenant, (of the land forces,) and twenty-one soldiers; one master's mate, one boatswain, seventeen seamen, and three boys killed; and thirty-eight

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officers, seamen, and soldiers wound the privateer, we had killed, one gunner's mate, one boatswain's mate, marines, and two boys, besides two others, wounded. The whole number, including officers, at the time of this battle, on board of our privateer, was seventy-two. The prize was not only in a set of ballast, which consisted of sugar and butter. We had but just got all the prize aboard of the privateer, and were in the hold, (the greater part of whom were killed for safety;) when the weather, which had been cloudy, cleared off; and behold! an armed frigate of thirty-two guns was close aboard of us, and we were therefore obliged to abandon our prize, and to give her leg bail. But as a trophy, we brought off the colours of our antagonist, and wrote with chalk upon her quarterdeck, the names of the battle. We did not lose the prize aboard of the prize; and before we could get our guns were thrown over board, and the privateer. The frigate was now so near us that she shot at us and over us, this being the first time to be lost, on our part. We thereupon hoisted sail that we could upon the privateer, and to this got a new top-mast on end. We then saw the frigate pass close aboard of us, and we had captured, but she made no attempt to pursue her pursuit after us before the wind changed three hours fruitless chase, finding that we outmanned her, she took in her light sails, and the wind.

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I now concluded to return to Dunkirk, and accordingly shaped my course for that port. I had several reasons, as I thought, which would justify my adopting this measure. Among which were these; I had a great number of wounded men on board; and the most of them were obliged to be crowded together among the English, in the hold, where they could not well be taken care of. I had on board a great many prisoners, among whom were many which were wounded; and we ran a great risque of our own lives, by the great possibility there was of their rising and overpowering us. We were not in a situation to give battle to an enemy of equal force, on account of our being so crowded with prisoners of war. We could muster but about thirty well men in all, including officers, belonging to my privateer, at this time. I was wounded myself, and now confined to my cabin; my leg was very sore and pained me very much, the bones having been a good deal shattered, and I could not bear any weight upon it. And we were also at this time in great want of provisions. These reasons I minuted down in my journal as they occurred to me, to be shown to my owners, if circumstances required it. I arrived at Dunkirk, two days after the battle which I had with the English twenty-four gun ship, which I was obliged to abandon; and as soon as we were in port, and made fast to the quay, the people flocked down from all parts of the town, to see our shattered privateer. The commandant of the place was one of the first who tendered me his services, and helped me to get into his own coach, in which I was carried to his house, where I was waited upon by nearly all the king's officers then in Dunkirk, and where I had every kind attention shewn me by

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every one of the commandant's family after I was carried to the Hotel I used to lodge, and where I was confined about three weeks, during which time not only the first gentlemen in the town who appeared to be much interested in me. My owners also visited me the most of the others, and appeared to be very anxious for the restoration of my health. (As during my confinement I caught a cold in my leg, it impaired my health much.) They told me they had got a ship on purpose for me, sheathed with copper, and built upon an entire new construction; and that she was to be judged by the judges, that she would be the best ever built in Dunkirk. She was to weigh nine hundred and ninety pounds; and they informed me of their high expectations of her masts arriving from the place which they had sent almost on the same day as there were no spars in Dunkirk at the king's yard, and they could not be in any way suitable for the purpose. One of my owners importuned me to purchase a house after I had so far recovered as to be able to leave where I lodged and made it my home. His daughter, who owned part of the business, had great attention to me, somewhat bordering on partiality for me was the first topic addressed to me in every company we met. But I was then too much of a subject of love. Besides, the late

*It is not uncommon, in war time, in France, for a man of fortune to own one or more shares in privateering vessels or ports in France.

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then about thirty-five years of age, very stiff and formal in her manners, very ordinary in both shape and features, and in fact was such a kind of a female as would be called in my country an old maid. But why should I discover her weakness? However, in order to avoid her importunity, while we were waiting for the new brig's masts, I purchased a part of a small cutter, of about forty tons, English built, and set people to work upon her, to get her ready for a cruise. As soon as this circumstance was known to the lady in question, she insisted upon taking a few shares in this cutter; for, by the by, she was very rich. To this the owners of said privateer acquiesced in; and she was ready for a cruise by the 20th of October. I waited upon the judge of the admiralty, to ask him to grant a commission for this small cutter, which we had named the *Ranger*. He appeared to be somewhat surprized, that I should ask for the grant of a commission for so small a vessel; and asked me what had become of the large cutter which I had commanded. I replied, that she was laid up, and that she had got so old and crazy, that I did not choose to venture myself another cruise in her; especially, as the winter was setting in, and that she leaked so bad, and appeared to work so much in the last gale of wind which I had on the last cruise, that I did not think her a safe vessel, with the guns which she had carried. The judge appeared to listen with attention to what I said; and then said, Sir, I have the honour to acquaint you, that his most Christian majesty's minister of the marine department,* hearing of your bravery, in divers instances, in supporting the honour and dignity of the French flag; particularly during your last cruise, has

* Monseigneur the Marquis de Castre.

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appointed you a lieutenant in the Fort, attached to this appointment, half pay for your life (your continuing to reside in that time, being complied with,) or to do remain in the kingdom. In saying this, he desired me to sit down, and then he went to step to the bureau de classes,* a custom-house officer; who soon after returned with a commission in his hand, which was my commission. After passing some high encomiums upon me, he presented me with my commission, and said, I judge, that I would do myself the honor to put it at some other time, but that at present I would remain on file in his office. And after having written upon several subjects, I obtained a commission in the Ranger. I shipped one lieutenant, an enterprising officer, with whom I was well acquainted (having been a fellow prisoner in the Forton prison, in England,) one hundred and twenty American seamen; and ten guineas each, as earnest money for the voyage, which was as long as I intended. The cutter mounted only three foot artillery, carriage, and six swivels, with equipment necessary for boarding an enemy, in such a way that we contemplated capturing by force, and not by the assistance or dependence upon cannon.

I set sail from Dunkirk in said privateer, with wind, for the English coast, on the first of October, and shaped our course for

*The custom house.

**Thomas Greenleaf, since a printer in the

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day light next morning we found ourselves amidst an English fleet of sixty odd sail of ships and other vessels, not far from Dover, all of which appeared to be bound to the westward; and we had at that time a light breeze of wind from the eastward. The first thing we did in this perilous situation, was to cover our guns with light sails, unship our swivels, and stow them away, (our guns having been housed) and hoist English colours. We steered along the same course which they did, I also ordered all my men below, except the one at the helm and two others, and disguised our privateer as much as possible, so as to make her appear like a coasting vessel. As soon as it was broad daylight, in reconnoitring the fleet, I could not discover but one frigate of thirty-two guns among them, and she appeared to be the commodore, by her broad pendant; there was however, several letters of marque among them, mounting from four to sixteen carriage guns; besides two large sixteen gun cutters. At meridian the wind shifted to the westward, but was very light, and the current ahead. The commodore made a signal for the fleet to bring to and come to anchor. This being done, I had the mortification to see several boats passing and re-passing from one ship to another, and was momentarily in expectation of their paying me a visit. And if they had, they must have discovered who we were in all human probability; however, our alarms on this score subsided, when we saw the vessels who had got out their boats to visit each other, hoist them on board. At 5 P.M. the signal was made for the fleet to get under way, we did the same, and steered along with them. My lieutenant and myself now cracked some jokes on the subject of being made prisoners again. We spoke two

ships and a brig towards night, and shot of them; and besides, had a loss of the people on board of one of the ships. The light and the sea smooth. On the first night not to separate from the fleet until some of them. (Whereas we might have sneaked away, and got clear of them without its being attended with any loss, we made the attempt.) But the fact did not reconcile it to ourselves, to be forced to lose valuable vessels, as we expected they would be without making the trial agreed upon. We conversing, as before mentioned, with some who were in one of these vessels, that we were bound for Portsmouth. In fine, we parted with this fleet (without I believe, the English of being an enemy) after three nights, during which the winds were light; and on the third night (the winds having been too light to attack either of them) we made the attempt, and succeeded in our plan. Before dark, the sun having been behind a dark cloud, and the weather having an appearance of becoming squally, we made a signal, by firing three guns, and hoisting flags, which we understood afterwards to be, was for the fleet to disperse to the nearest port, which was Rye, then to the Northward and Eastward of us, to lie under the lee of a large ship, (having a view for boarding) and hailed them, and were acquainted with going into the same, answered in the negative. I then deter-

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we should put a pilot on board of them. To which they replied, 'ay, ay'. It was then very dark, and nearly all the ship's crew were upon the yards, reefing her top-sails. I then ran under her lee quarter, and ordered the lieutenant, who had the command of the men for boarding, to leap on board with his party, which he did instantly. The captain of the ship, with his men upon deck made but a faint resistance; and after a short skirmish, the English yielded and were made prisoners, as were those also who were upon her yards, as they came down. Not a single cannon or musket was discharged by either party during the conflict, and but three or four pistols. The enemy had several slightly wounded. The lieutenant, the first man who mounted on board of the ship, and three others of his party, were also wounded, but very slightly. She proved to be the *Maria*, letter of marque, mounting eight double fortified 6 pound cannon, and mounted upon carriages between decks; and was calculated to fight then in close quarters, as nearly all her rigging were led between decks, in such a manner, as to manoeuvre the ship without exposing her men to the fire of an enemy. Her crew, including the captain and his officers, consisted of thirty-five picked men, besides three gentlemen passengers. She was bound from the Downs to Portsmouth, laden with sundry articles for the navy, and was one of the fleet aforesaid. As soon as we had got all the prisoners secured in irons in the privateer's hold, I ordered the first lieutenant to take charge of the ship; put ten men on board to assist in working her; gave him a copy of my commission, and directed him to steer across the channel, and make the first French port in his power, and to crowd as much sail upon the

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prize as she could carry. Several fleet were now plainly seen, notwithstanding of the night; however, no alarm was fired by any of them. We next ran the brigantine, and boarded and took her being made by her crew. She was mounted four carriage guns, and had men and boys, including the captain with sheathing copper for the navy, the Speedwell. Put a prize master aboard of her; took out the prisoners and cargo, and ordered the prize master to crowd over for the French shore and get into the first port he could. The thing I did was to board a large sloop, and we ran a great risque in laying aboard, the wind blew fresh at W.S.W. and (very high) of going to the bottom; and the men were confined in our hold made a fooling that we were sinking, and that where they were confined, very fast and ado did not induce me to quit the ship, manning her for France, and taking both of which was completed in a few days. The boatswain and gunner on board (neither of which understood navigation) gave the boatswain a commission, and gave him the same orders as the other two prize masters. This last ship was full of bales of dry goods; the rest of her cargo was lead, and sea coal. She was from the bound for Portsmouth, was one of the Dolphins. In taking these

prisoners, and manning them, spun away the greater part of the night, and I began to think seriously of sculking off as fast as possible. I had now only left on board with me two Irish lads, (although I shipped them at Dunkirk, for American seamen,) neither of whom could steer. This placed me in a very awkward situation; as I knew it would not be safe to let any of the prisoners out of the hold, to assist in working our privateer. However, I made shift to set some sail and left the fleet; and at day break we could distinctly hear alarm guns fired. We were now several leagues from them. At 6 A.M. I had overtaken two of my prizes, to wit, the brigantine and the sloop; and at the same time saw a large cutter bearing down upon us, which appeared to have come from the fleet. We were then abreast of the port of Dieppe, a small sea port upon the French coast. I spoke my prizes, and ordered those who had command of them to endeavour to gain that port, not thinking it prudent to remain with them; as in that case I might make my escape with the privateer, but my prizes would certainly be retaken (provided the cutter in question was an English one.) I then hauled upon a wind to the northward and eastward, the wind being then about N.N.W. The large cutter at the same time stood nearly across our fore foot; and when we had got nearly out of sight of our prizes, I bore away nearly before the wind; the enemy's cutter did the same. I could not set any more sail, being obliged to keep the helm myself, for the reason before given; and the two lads, that were left on board of my original crew, did not know how to set even the square sail and top sail.

I could now perceive that the cutter in chase of me

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gained upon us very fast, and at :
with and captured me. She mount
guns, was in the king's service, an
lieutenant in the royal navy, by t
We found, after the Ranger was ta
sail faster than the cutter which too
to be managed right, and a sufficie
her. The commander of the k
acquainted with, having seen him i
before, where we lodged both tog
He used me with friendship and i
board of his vessel. Both cutters no
The captain of the large prize, wl
the night, out of the English fleet,
from irons, as had also all the Eng
been retaken) made several attemp
account of his having been boarde
such a small pickaroon privateer;
countrymen upbraided him with, h
the night before he was taken, that
a French privateer of sixteen guns.
to confine him to his bed, and to put
to prevent his committing suicide.

At 10 o'clock on the 2d day after
arrived at Dover, and came to anch
the town; which was soon after in a
found that the person, who went b
Dyon, commander of his majest
prize,* was taken a prisoner, and
board of a cutter lying off the tow

*The reader probably recollects that I a
I commanded the Eclipse cutter of eighteen
became known in England, and was publish

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ing the cutter's boat was ordered to be manned, and carry me on shore with my baggage, and the two lads taken with me. Accordingly we embarked on board of the boat, and the second lieutenant with us; and the boat's crew rowed towards the shore, and as they approached the key, which was covered with women, and appeared to amount to about two hundred, who had heard of my being captured, and who it seemed, by their conduct, were determined to execute the old *Levitical law* upon me, by stoning me to death. They threw stones at me as we drew near the quay, which flew so thick, and in such showers, that it was impossible for me to escape being hurt. And it surprized me very much, to hear the heroines cry out, 'Welcome, welcome, captain Dyon.' These expressions were followed instantly by showers of stones, which pelted me so much, and so often repeated, as occasioned my head to swell to double its ordinary size, and caused it to be very painful; and as good luck would have it, I had on at the time a glazed hat, (otherwise I should have been in the greatest hazard of losing my life,) which I pulled over my face, to prevent losing my eyes. And such oaths, imprecations and threats, as these heroines uttered at me, I never before heard proceed from the mouth of any human being. At length a guard consisting of upwards of one hundred officers and soldiers, were sent express to disperse the mob; a part of which, after I landed, conducted me, and the two lads taken with me, to the fort, where we were examined by a young man about seventeen years of age, and commissary for prisoners of war;* and a one eyed, surly looking fellow, who had been first lieutenant on board

* Said to be, by the people in Dover, a certain nobleman's bastard.

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of the Rose sloop of war, commander, J. Wallace, and a long near Newport, in the first part of the mission.

This lieutenant boasted of his knowledge of the American coast, from New Haven to New York, and said, that he knew the way into the port, within those two extremities, the bearings and distances from one place to another, all along that extent of sea. He was afterwards fully convinced that he was mistaken of what he boasted, from the question which he put. His station here at present, was that of a lieutenant at this port, and held his office as such, who was appointed to examine all vessels coming here, or into the ports near by, by the way of all descriptions. And his uniform was that of the American coast was (as I was told) his appointment under the crown.

The two lads were examined by the commissary and the regulating captain, and last found to be Irish boys, and were sent on board of the ship off Dover, and were afterwards held under an enemy's flag, and proved to be such.

I was then conducted into the presence of the king's officers; and at my first entrance, where they were, the regulating captain was an Englishman, and the commissary asked me a few questions, declared that he was satisfied. The interrogatories which they inquired were already written down, and lay before the king's officers. The first question

NARRATIVE

u born?' When I had an-
deal of diversion to them-
captain told several yankee
and the people, where I
forwards put a great number
h as, 'Is there a light-house
on harbour? Upon which
g into the same? How far
the West end of Fisher's
ad distance? How far is it
udson harbour to the mouth
Who was his majesty's col-
te the rebel war broke out

os, I gave such kind of an-
ce these officers, that I was
h. After this the commis-
it is admitted upon my parole,
time, advised me not to be
on, that if I was committed
ould be so much the sooner
anged. However, he told
leased: and I chose to be
commissary assured me, that I
ent in prison by myself, and
ne yard, during every day I
besides, pledged his word
over to France in the first
be dispatched from that
neight would probably go to
or ten days, with prisoners.
ecepted of my parole, and
that it was likely that my

boarding and lodging would have amounted to a considerable sum after I first landed, paid at an inn breakfast only; which consisted of coffee, a wheaten toast, and some up very thin.

When I had gone through with was dismissed from the guard-house, ducted from thence by a corporal Deal, a small town situate at or near river Thames, about eleven miles from first of these places I remained at every indulgence, as had been promised (missary) only ten days. I was then arrived in Dunkirk on the 17th day of cruise,* where I found all my prizes the fleet, as before related.)

I now found the brig which was launched, but she was still in want of a quarter of her; and liking her, I purchased a small lug sail privateer returned from a cruise, burthened at carrying six three pound cannon; and men to the number of twenty customary bounty, and sailed again the day after my return to Dunkirk. The 2d day of this last cruise, off with an English frigate (which came from the French) called the Belsham, eight guns, commanded by one Phelips. At ten hours she captured us; she boarded us, and I was sent on board

* In this cruise I made to myself upward

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where I underwent an examination by almost every officer upon her quarter deck. The captain of the frigate presently after, as drunk as a beast, came upon the quarter deck, and insulted me in the most abusive and gross manner. He called me a d——d Irish scoundrel; a d——d Irish renegade rascal; and put his fist near my face several times. I had spirit enough to tell him, that he did not act like a gentleman, in abusing a prisoner, in the manner he did me. This nettled him a good deal, and he instantly ordered one of his officers to call the master at arms, who made his appearance soon after. The captain of the frigate then ordered this man to 'take that Irish villain,' pointing to me, 'and put him in irons between decks, hands and feet; and let the rascal be fed upon nothing else but bread and water,' (addressing himself to his first lieutenant.) 'I will punish the scoundrel.' I was now dragged down upon the gun deck, and put in irons between a couple of guns, conformable to orders; but previous to this the master of arms, and others, stripped me of every rag of my cloathes which I then had on, in lieu of which they gave me a dirty frock and trousers. Besides, these fellows abused me very much; they even kicked me several times about my body, to make themselves diversion. I had with me at this time, a commission for the privateer, and my commission as a lieutenant in the French navy; which one of the lieutenants of the frigate read* in the presence of the captain and his officer and interpreted it to them as he read it; in doing which, they made a great deal of royal sport, and appeared to be highly diverted; and the captain of the frigate, in order to finish this disgraceful scene of mirth

*This officer understood the French language.

and joy, took the commission out of the lieutenants hand, after he had done reading it, and run it in my face several times, and asked me, if I was not ashamed to wear a commission under the French scoundrels.

There were on board of this frigate at this time as prisoners, three American captains, who had been captured by her, (masters of American merchant vessels) one of whom, by the name of Davis, (for damning the king) was dragged to the gang-way and whipped by one of the boatswain's mates, upon his naked back, three dozen lashes with a cat o'ninetails, by order of this brute who commanded the frigate. My daily allowance, while on board of her, was half a pound of wormy bread and one pint of water. The irons which I wore, especially those round my ancles, were too small, and occasioned them to swell badly; I often begged of the master at arms and other officers, to take these irons off my ancles and put on those that were larger; but in vain; all the reply which any of them would make me to such a reasonable request was, that they wished they were smaller, and that I was not treated half bad enough; and that I ought to be punished more severely, for fighting against my lawful sovereign, and for accepting of a French commission. 'We will punish you, you Irish rebel.' They would not allow me anything to lie upon, nor even a single rag to put under my head. In this situation I lay, hands and feet in irons, upon the naked quarter deck between two guns, six weeks, where I was almost eat up with vermin. They would drop down from the hammocks, which were suspended over me into my face by scores, and my hands were so confined that I could not brush them off. The officers of the ship, as I learnt afterwards, would not allow any

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of the American prisoners on board to come near me; and the insult which I was obliged to endure during my confinement in irons, is beyond my power to describe; and why these swaggering Englishmen and others, sailing under the British flag, should upon sundry occasions, insist that I was an Irishman, I never could tell; for sure I am, that my pronunciation could not justify them in such a belief.

One night when we were cruising between the Isle of Wight, and the coast of France, this frigate fell into the very centre of a French fleet of twelve sail of the line, a number of frigates, sloops of war and cutters. The English frigate, after attempting to escape, was captured and about twelve at night I was released from irons by some of the French officers who came on board to take possession of their prize. Never was I so much rejoiced in the whole course of my life, as upon this occasion. I now was sensible that I should have it in my power to revenge the insults that I had experienced from the dastardly English. At day light in the morning, the French admiral having heard of my sufferings, sent his own barge to transport me on board of the *Invincible* of ninety-eight guns, on board of which was the admiral (the Count de Guichen.) Arriving on board, I was introduced to him by one of his lieutenants, into the great cabin; on entering, he arose from his seat, took my hand, which he shook heartily, and then caused me to be seated by him. I had still upon me the frock and trousers, which previous to this, the French officers wished me to exchange for a decent suit of wearing apparel; for which I tendered them my thanks; but at the same time, I told them that it was my choice to appear in the admiral's presence clad in

the garb which I then had on, and on scores of lice. As soon as I was seated I hinted to him my situation on this permission before I related to him the cruel treatment of the English that might retire into one of the state rooms myself; which he consented to. In a boat was dispatched from the admiral on board the English captain, who on board one of the other ships of the fleet had dressed myself I returned into the Count surrounded by several officers of the fleet; among whom the captain, who to be sure, looked very requested by the admiral to be seen usage which I had received from the did in French, and with as much nature of the subject would admit of mention what the English captain with my commission. This occasion let drop some harsh expressions, in the English captain's conduct, after I had finished of the subject in question. The admiral handed the captain my commission; and with it handed to the Count; who, after my name, and the captain's threats, doing with it, handed it to me, and ever the English captain had done to oner on board of the ship which he now his permission to order inflicted who now metamorphosed into the me beggarly fellow which I ever beheld reflection, make any use of the pern

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by the admiral, and thus my John Englishman went unpunished for his barbarous and cruel usage inflicted upon me. But the Count ordered him to restore to me all the effects which had been taken from me by himself, his officers or any of his ship's crew; and in default thereof, he was ordered to pay me the money to the amount of such effects, or so much as was missing; all of which was strictly complied with, on the part of the English captain; but I have reason to believe sorely against his will.

I was directed by the admiral to do duty on board of his ship in the station to which my commission entitled me, during the cruise in the English channel, where we fell in with at one time, eleven sail of English ships of the line, to whom we offered battle, but they declined fighting, and we chased them almost into Spithead. At another time we saw thirteen sail of the line, and to these we offered battle for the space of a whole day, and after night set in they sneaked off, and the day following they took shelter in Plymouth, where they anchored; and off which port we continued three days in a line of battle, without being able to induce the English to get under way and engage us. The fleet, during this cruise, captured several English frigates, sloops of war, and merchantmen.

The French admiral was about sixty years of age, an experienced commander, brave and intrepid, and was a man greatly beloved by his officers and men; and who was in the habit of calling them 'my children'. And every day he made it a custom at dinner time, to go the rounds on board of his ship, among his people, who, (as is customary on board of ships of war) were divided into messes of eight or ten in each, and at each

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mess, while at dinner, he would ask
visions were good, and if they had e
always upon these occasions, he used
meats, and wine; which if not go
which was seldom the case, he wou
served with such as was good.

Our cruise being out, we put into
ber of prizes, where we heard th
would be proclaimed in the course o
induced me to hurry my return
whence I expected to make a short c
event took place. Having this in v
the Count de Guichen, and asked
sion from the navy, for only a cou
which he granted me, after giving
the time which I had served on bo
ble,* and by virtue of which, he s
time thereafter, call at the custom-l
office in Brest, and receive my pay
miral was pleased to give me a hand
tion, in a letter to the French mini
department, and promises of future

After this I set out for Dunkirk,
the greatest expedition by land nigh
I arrived there, I found my owners
time before, spars for the brig's n
found got into the brig, and she
cruise. The news of peace seeme
which urged us to make the utmost

*This ship of war was rated a ninety
ninety-eight, all brass pieces; those upon he
forty-two pounders, French weight, nearly eq
lish weight.

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away the brig, which was ready for sea by the 30th of December, and both officers and men had received the customary bounty or advance from the owners, and were all on board of the privateer; and we were in the act of casting off our fasts from the quay, and had our sails hoisted and set, when proclamation of the preliminaries of peace, signed at Paris by the commissioners, was made in the town of Dunkirk. By this event I lost at least five thousand guineas, which my shares in the brig and bounty money cost me (after deducting for my part, of what the brig and her warlike implements brought at auction, after the peace).

Another unforeseen misfortune happened to me about this same time, which was this: one evening while I was playing a game of back gammon, at the sign of the White Heart tavern, kept by one Williamson, two officers of justice entered the room, and arrested me in the king's name, and committed me to gaol, without letting me know what my crime was. I was well acquainted with both of these officers, and I took the liberty to ask wherein I had offended, but they did not make any reply. The next day I was interrogated by some of the officers of the admiralty, and soon afterwards I was liberated from prison, and paid, in behalf of the king, fifteen hundred livres, as a compensation for being imprisoned unjustly; besides a very handsome apology was made to me by the commandant, who had ordered me to be arrested by the king's authority.

The reader will, perhaps, wish to know the cause of my being thus arrested, which is as follows: during the second cruise which I made in the Eclipse privateer, we brought to a Danish neutral ship, in the English channel, bound from St. Croix to Copenhagen, and on

board of which ship was a French name of Segeur, brother to Marquis last was high in office under the French sides, one of his greatest favourite boat was ordered to board this name to examine her papers; and for this purpose a lieutenant,* and to him I gave strict orders (which have since been proved) not to molest or take anything from any passenger found on board, or to touch the ship, if upon examination of her papers she was to be a neutral vessel; and such orders were given in this instance, but were always obeyed by the officer and boat's crew, whenever they boarded a neutral vessel upon a similar occasion. The first lieutenant as aforesaid, was a French passenger (Mr. Segeur) on board a British ship, of an elegant gold watch and several trinkets of considerable value; and I was not acquainted with him until after the capture of Dunkirk, as I have already mentioned. Some time had expired after the fortification had taken place, when Mr. Segeur was ordered from Copenhagen to Paris, he stopped at Dunkirk to visit some of his acquaintances. Upon the quay, he saw the Eclipse

*This lieutenant was an American, the son of a young Irish nobleman of a gold watch upon his wrist, tried, and condemned to be hanged, for robbery; and notwithstanding he was absent, an effigy upon the gallows, erected upon the quay, was as great a parade as if he had been present. The others, assembled upon this occasion was estimated at 1000. I forbear to mention this fellow's name, for he is now dead; and second, he has left a wife and child in the West India Island.

NARRATIVE

finding she was stripped of
dismantled of most of her
, yet he knew her, and en-
tain of her during her last
ames of his principal offi-
is, he made a regular com-
one of the Danish court)
which orders were issued
the Eclipse cutter, and all
found in the kingdom of
However, especially the first
concerned in plundering the
themselves to be guilty,
as soon as the cruise I have
two of the boat's crew, who
the lieutenant in this pilfer-
punished by being whipped thirty
naked back, and branded
on their shoulders; and thus ended
which caused me abundance of
mind; all through the agency
I had advanced from a state of beg-
a lieutenant on board of a privateer
for this, how did he requite
me? why, he lead me into
He went from Dunkirk in
his leave of any one, and was
as far as l'Orient, where
U.S. a few days before these
arrived at that place. All his
upon, and placed at the dis-
at Dunkirk.
his lieutenant was guilty of

]

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towards me, is perhaps without parallel of our revolution.* I can say this of *Heaven*, that my conscience was free from guilt, in every part of my conduct towards the vessels, and neutral subjects, during which I commanded the *Eclipse* and the *Porpoise*.

In consequence of the news of the revolution, I was immediately laid upon all private duties, and by this revolution in the times, I was obliged to go to the public amusements, which were prohibited, and to spend my money, which I had received at the custom house, amounting to one thousand guineas: out of this sum, I had to pay towards the peace, nearly one half in my own proportion of several privateers, and besides, I had advanced my money to the different ports of France, and at Dunkirk together, five hundred and fifty guineas, to free them from British bondage, to a country which was disposed to the United States; but they were themselves among strangers. They were without money; I therefore, assisted them, and they felt pleasure and satisfaction, and I received the sums as their necessity required.**

I shall now attempt to give my description of the town of Dunkirk, its situation, manners, &c. &c. It lies in lat. 51 deg. 15 min. N. long. 2 deg. 15 min. E. and is a very

*Since which I have frequently experienced the same from not only strangers, but near relations.

**Out of the large sum which I advanced to the privateers, I have since received but 150 dollars from Capt. M. and from no other person.

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The greater part of the inhabitants are Flemish or Fleminders; but none but those who are Frenchmen born, are allowed to fill any considerable posts under the crown. It is situated in the province of Flanders, and in the French Netherlands, on the English channel, at the mouth of the river Coln, fifty miles E.S.E. of Dover. This town in the year 1713, had an excellent port, as I was informed, and was then very strongly fortified; with a dry dock, and other conveniences for ships of war; which were demolished, pursuant to the demands of the English, conformable to the treaty of Utrecht; since which time, only small vessels, such as cutters, brigs, galliots, coasting vessels, &c. can go in and out, in consequence of the shoalness of the water, at the entrance of the port. The town is walled in, but the walls are decaying, and tumbling down in many places, it could not in my opinion, at the present time, hold out three days siege, against a small regular army, if led on by an able and experienced commander. In the centre of the town stands a tower, said to be three hundred feet high, on the top of which with good spy-glasses, may be discovered ships and other vessels, that go in and out of the river Thames, and which is of very great advantage to the owners of privateers, who reside here in time of war. Upon the top of this tower are displayed signals, which inform the inhabitants of vessels in the offing, what number, and whether friends or enemies, &c. There are but few of the people in the town but who are acquainted with the meaning of the different signals, as soon as they are hoisted. They have a long spying-glass upon the top of the Tower, (where there is a small house erected to shelter the persons who are upon the watch or duty, from the weather) through

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which, it being of a superior kind people walking near Dover castle. of the town is situate the royal where there are a number of very a great many magnificent statues these gardens there are always k pence, an excellent band of musi seventy persons. This music, esp ing, sounds very harmoniously; a music at the public theatres, in where I have been. The manne are coarse, rude, and disgusting t are for the most part, avariciou standing found among them, peo and hospitable to strangers. An people, I formed during my res large circle of acquaintances; am of the best friends I have ever fo world, (I do not mean here to nearest relations). The chief su in time of peace is, coasting, fish and in time of war, that of private are very fond; they dress very mea Germans. The conveyance of al siderable bulk, to or from any within some hundreds of miles o bottomed boats, some of whic freight; they are drawn up and c horses, which travel upon each (where it is level) and go at the

*They had fitted out from the port of late war, one hundred and seventeen sail small.)

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five miles per hour; however, it must be noted, that in descending the canals the boats go much swifter than they do in ascending. There are attached to the largest of these boats, eight and sometimes ten horses, with ropes, and so in proportion to the smaller boats; but I observe they generally put on two extraordinary, in going up the river or canals, to great or small boats. I have travelled a great deal in this way; and I remember I was once on board of one of the largest, where one might have any thing he called for, the same as at a hotel or tavern. I here dined in state, with a number of gentlemen and ladies; and after dinner we had a ball in the dining room, while the boat was descending the river at the rate of five miles per hour. Boats which descend the river, are obliged to keep close to the shore upon one side; and those which ascend, close to the other side of the river, so as not to interfere with each other. The Austrian Netherlands, a very considerable part of Germany, as well as this province, abounds with canals, and flat bottom boats; and in these boats, the people who travel, prefer doing it to any other way whatsoever.

The manner of hanging criminals in France.

The gallows being erected without the walls of the city or town, and a temporary platform or stage under it upon wheels. The people assemble in crowds around the place of execution. The grand bailiff, or high sheriff, ascends the stage, with the criminal, with a halter around his neck. The former then proclaims aloud to the surrounding multitude, that a hangman, or Jack Ketch is wanting; and expresses himself as fol-

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low: 'Who will execute this person? (Par le Roy.)* Will any one take the price? Let him come forward, with me! Will he do it for one crown for two? will he do it for three? one crown more to every bid, till one hundred or more. And in the instance of the sheriff's giving five crowns to procure a Jack Ketch; but this is an instance, as it is quite common to procure a hundred crowns. As soon as the hangman and the bailiff descend from it, and the prisoner is brought up. The hangman then makes the halt, and adjusts the halter round the criminal's neck, as a signal with his hand, or handkerchief, to the people at that instant, drag the criminal to the gallows; the hangman and criminal; and the hangman takes the shoulders of the latter, and swings him in the air for some time. The hangman then exercises himself with pulling the criminal in the stomach, and under the ribs, and then the other, with all his might, till he is assured that he is dead. He then drops down upon his feet, goes to the criminal, and pays him the price agreed upon. The criminal, hanging a couple of hours, is cut down, and given to his friends. But I was told that the practice of livering the body of a criminal to surgeons for dissection, is never done in France; and that the French country look upon the practice as a great horror.

* By the king, or by the king's authority.

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The manner of hanging or executing criminals in Germany.

A large post, planted in the ground, of about ten feet in height; at the foot of which, and upon the East side, two and sometimes three stone steps are placed for this purpose, which I saw near almost every town or city which I passed through in my travels in this country. The sheriff, the criminal, and the hangman, (for here it appears the hangman is engaged before hand) arrive at the post. The criminal then, with the assistance of Jack Ketch, walks up the steps, and the latter turns him round with his back against the post,* to which the criminal is secured with lines, so that he cannot move his body, or stir his hands or feet. The hangman now appears with his instruments of death in his hands; in one hand he holds a rope with the two ends spliced together, just long enough to reach, when doubled together, around both the post and the criminals neck, so that the two bites of the rope will meet upon the back part of the post. In the other hand he holds a toggle or short piece of wood, about as large, but not so long, as a common ax helve. Thus prepared, he waits for the signal to be given by the officer of justice. At the back of the post there is upon these occasions, a temporary stage erected, for the hangman to stand upon, in order to execute the criminal, and where he stands when the signal is given; and when this is given by the officer of justice, by waving a white handkerchief in the air, the hangman instantly puts the rope around the criminal's neck and post, as before observed; and through the

*In the post are scooped out hollow places for the back part of the head to fit into; these are of different heights from the upper step.

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bites of the rope he puts the togg
lays hold with one hand at one en
hand hold of the other end, and tw
with the rapidity almost of a whir
ner, the poor criminal is not long
the body (a few minutes after ex
from the post, and delivered to th
ceased; and in some instances, the
as in England, are delivered to su
I never saw but one criminal hung
was a Jew, who was executed near
and when travelling in Germany,
the Germans themselves, that this
criminals, was generally practised
peror of Germany's dominions.

In Dunkirk, as well as in all ot
sales at auction are common, and
Previous to which a sergeant, dr
diers, with their arms, go through
the tour of every square in the tow
articles are to be sold. The serg
hand a printed list of said articles,
every square, the drummer beats
soldiers stand with their muskets a
the space of a minute, when the s
cane in the air, and proclaims al
voice, 'Par le Roy,' and at the sam
hat,* and reads over the articles
and names the time and place; aft

*Woe be to the man who is near the s
off his hat, on the sergeant's pronouncing th
would have a bayonet plunged into his bo
his hat when the king's name was pronour:

again for about the same
 ant makes another flourish
 ing then ceases, and they
 or street, and repeat the
 on, till they have gone

at Dunkirk for Paris, and
 le by water in one of those
 I have already described,
 as well accommodated for
 claret, and other wines,)
 be served with at a public
 evening, and put up at a
 und full of people, mostly
 large and populous, and
 in about the same long. as
 of English people resort here
 where the English language is
 of quality. There are a
 who are inhabitants, and who
 number of years, and who are
 city is celebrated on account
 laces of all kinds, and the
 ad in the kingdom. The
 and inevitable to strangers; their
 and commodious, not very
 grandeur appears attached
 proceeded on my journey
 and travelled very rapidly
 horses to each, at the rate
 fifteen miles per hour; the
 They are very wide upon
 middle they are paved with

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round stones, and travellers may either to go up the pavement, or the road is not paved. Those inriages, have only to direct the coach which of these they please, and the ways comply; as they are, for the coachman is obliging and condescending to their wishes, and generally pay him ten or a dozen sous of each stage; (being from ten to twelve from each other) where the stage-coachman are shifted or relieved; at the change (which he is driving) to the next stage the stage and horses are to be shown. The driver arrives at the very spot where the stage-coach keeps up a particular kind of crack, and cracks his whip to denote that he has arrived. The passengers; but if they should not arrive, the coachman makes no crack with his whip. There are two different ways of travelling on horse back in this country; one is called the L (or the sailors' post). The first is with an excellent horse, a pair of which can draw over his own with ease, and a servant or guide, who is mounted on a horse of equal goodness; and thus equal to the rate of eighteen miles per hour as he pleases. The Poste de Maitre has good horses, no servant or guide. For the last four sous.

The internal regulation of the stage-coach serves to be noticed. The grand

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institution resides in Paris, who has a great number of subordinate officers under him, scattered over the face of the kingdom. Besides these, there are several thousand of what the French call Marachaussees, and who are under the control, and receive their orders from the lieutenant of the police, or his subordinate officers. The greater part of these Marachaussees are the younger sons of noblemen; they wear an uniform of blue with red facings, red cuffs, red waistcoat and pantaloons; and upon the left sleeve of their coats just above the cuff; they wear a piece of gold lace, which extends round the arm of the coat, about an inch broad. These Marachaussees are mounted upon excellent horses, armed with a pair of large pistols, a long broad sword, and sometimes a short light horseman's musket slung to their backs; and thus accoutred, their duty is to scour the public roads continually, to apprehend and secure highway robbers; to take up deserters and criminals who flee from justice, or who make their escape from gaols, &c. These Marachaussees are sometimes called officers of justice; they are paid for their services by the king, which I am told is very considerable, enough to support them to live in the characters of gentlemen. They travel upon the public roads, two, four, six, and sometimes ten together; and in travelling which, you will scarcely ever be out of sight of some of them, as they ride night and day. And in consequence of this regulation, disguise themselves in such a manner, as not to be known by those whom they are in pursuit of; and this kind of police extends itself throughout the whole kingdom of France; insomuch that it is a rare thing to hear of a highway robbery being committed in this country; nor even the crimes of house-breaking or

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shop-lifting, are scarcely heard of. At my residence in France, I never once saw a robbery or burglary being committed.

It was on the 28th of July, 1791, that I arrived at the city of Paris; and the next day I paid my respects to Dr. Franklin, who resided at a small village, situated between Paris and Versailles, which is perfectly delightful to the eye. The village is called Passy, three miles from Paris and about six miles from Versailles, in which the Doctor resides, with his magnificent piece of modern architecture, large and adjoining which is a beautiful park. The village may be seen nearly the whole way from Paris and its suburbs, and nearly the whole of the French towns, besides a great number of country-seats, scattered over the country which can extend the eye. Dr. Franklin, without any ceremony, but with the kindness of a friend, in this way he conducted himself to the Americans, whom he was in the habit of seeing. I found in company with him, Dr. Franklin, Fayette, and several other gentlemen, who were gone, (which was in about

*This is the man to whom Peter Porcupine was the *old lightning rod*, and that he never filled a *trical* fire in his life. Others also, who were in the United States, have followed Peter's example, in endeavoring to undervalue this *en* and to erase from the minds of the Americans his and deserved popularity; which, notwithstanding his enemies, will endure till time shall be no longer

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my arrival) the Doctor asked me to follow him into his study; and after being seated, he held a long conversation with me upon different subjects, and when I was about leaving him, he invited me to call and see him often, and gave me good advice, relative to the conduct which I ought to observe while I resided at Paris, and in the same familiar style as though he had been my father, and for which I shall always revere him as long as I live. At this time Dr. Franklin was highly esteemed, not only by the French, but by all the foreign ministers resident at the Court of France, and his levee, for numbers and respectability, every day exceeded that of the count de Vergennes, the king's favourite, and the American people's friend. After the first interview with this American sage and statesman, I called often upon him, and he always treated me with the same kindness and friendship as he did at my first visit. He was upon all occasions dressed remarkably plain, for which all classes of people esteemed him the more. I visited nearly all this great and populous city, where there were any natural or artificial curiosities to be seen, for several days successively. The Place Victoire, (place of victory) was among the first of curiosities which arrested my attention. It is near the centre of the city, and occupies about half an acre in a square form; and directly in the centre of this is a statue of Lewis XIV, standing upon a marble pedestal, with a truncheon in his right hand, the other clasped to his waist, represented in his royal robes, but without a crown on his head. An angel is represented as having a light, and one foot set upon his pedestal, and with his right hand is in the act of crowning this monarch with a laurel wreath, which he holds just above his head.

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At each corner of the pedestal
kings, which the French say, Lewis
ers in his wars, all at this monarch
their crowns, coats of armour,
royalty, lying by them. This ch
of bronze, a composition of metal,
This monarch is represented on
life. At another place the horse
him, standing upon a marble pe
twelve feet from the pavement, &
There is also nigh the old palac
horse, and a representation of Lew
him upon a pedestal, at the four
represented four female figures, i
cardinal virtues; but some say the
mistresses, who were sisters, and
beauties; but let this be as it may,
fact, that Lewis XV. with all his
universally beloved by his subject
of his reign; and for this subst
called Lewis the beloved. These
posed of bronze. Not far from
Elisce, or Elysian Fields, containi
of ground, planted with beautif
into the most delightful walks w
ornamented with the greatest va
ficially made, and which are plea
which one may be accommodat
desireth, either eatables or drink
seen in the latter part of the day
weather is clear and serene, sev
nobility, gentry and others; who
till it is time for the plays and o

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is at 6 o'clock in the evening. However, a considerable part of this large company continue to amuse themselves in these delightful walks until 10, and often, if the evening is pleasant, till 12 at night. It is my opinion, which coincides with that of many others, that the city of Paris occupies more ground than London. The dwelling houses and public buildings are mostly higher, and the architecture better in the first mentioned than in the last. The streets, however, are not to be compared with those in London. They are here, for the most part, both narrow and crooked, and very dirty, and nothing to prevent people on foot from being run over by coaches, but that of sheltering one's self in the houses or shops, upon either side of the streets. Whereas in London, foot passengers can there walk upon each side of the streets on the flags, with the greatest safety, as the pavements in that city are raised pretty high in the middle of the streets, in order to be dry; and on the right hand, and on the left of these, the pavement is of flat stones, raised about eighteen inches above the common pavements; this accommodates those that are on foot. On account of the streets in this city being always so very dirty, the greater part of the male citizens wear black silk stockings, and which are always fashionable on the same account. The city is divided into two parts by the river Seine, which after running about three hundred miles, empties itself into the English channel, near Havre de Grace, which is the nearest sea port to the capital of any in the kingdom. There are several old decayed palaces in this city, where the ancient kings of France used to reside. The display of riches in this city, are not to be compared with those to be seen in London.

The duke de Charters has lately built a palace near

the centre of the city, which has
sum of money, and which is a ve
far excels, in my opinion, that
where the present king now
beauty, and grandeur. But this
at, since, it is said, that the forme
in Europe. The comedies and op
here than in London; and the
these places are more magnificen
those who visit such places in the

The Bastile, situate not far fro
large pile of buildings, and is a
said to be impregnable. It is in
prisoners of state are confined,
oured to gain admittance, but wi
are a great number of hospitals
large and commodious buildin
several, I was not a little surpris
liness and regularity of the sick
every kind of conveniency in the
in a very neat manner. This I
cause I never saw before among
respecting their victuals, househo
like, but was always in a very dirt
the hospital where all such perso
real disease are admitted and tak
what I saw I rather think that
wretches are brought here for
French surgeons to try experime
that that whole number of these
which is a large and extensiv
amounted to six thousand, of bot
that I saw (excepting such as v
beds) there was not a single c

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formed, and drawn out of their natural shapes from the effect of mercury. I saw one with his face turned over his back, where the back part of his head ought to be; another without a nose; a third without any eyes; a fourth his joints dislocated, &c. From such objects of horror and disgust I turned away my eyes, reflecting seriously upon what I had seen. After remaining in this hospital, till I was almost poisoned with the stench of these people, I retired from it and went into another called L'Hospital D'Enfans trouve (foundling hospital,) so named, by its containing about seven thousand children who are fed, clothed, and educated till they are fifteen years of age, when they are set adrift in the wide world to seek a livelihood; all at the expense of a certain French noblewoman, whose name I have mislaid, as I had taken it down with a pencil at the time it was told to me. They are poor children, and the greater part of them are foundlings. There are numbers picked up in the streets naked as when they were born, almost every morning.

The next thing which attracted my attention was seeing a fellow exceedingly well dressed, holding up the trail of a lady's gown, as she walked the street. This I supposed, was to prevent its being dirtied or soiled. Soon after I perceived the lady, on entering a house, give him something, which he received, made a low bow and retired. I asked my conductor what this meant; who laughing, told me there were a number of this class of men in the city, who lived upon the ladies' Bounty;* that they all went genteelly dressed, wore

*A lady generally gives to one of these fellows twelve sous for gallanting them from house to house; and in this kind of business they have full employ.

their swords, and that they were ladies of all ranks, who most commonly were under their protection, while we prevented being insulted by any one. The silks and cloths from the filth, and the pavements. These fellows are proud and are called petit maître (coxcombs). The dwelling house is one to twelve stories high, built of stones, and floors of marble, of the consequence of which it is a rare thing in France, which often makes such wooden buildings in other countries. A small town to the westward of Paris of Lewis XVI. is built; and where the family reside. It is a perfect garden southward, where it is fenced off by a wing to the other across, with a middle, which is open during the night. Two grenadiers are generally no person, except the royal family, without the pass word given by the king. This palace is a large and the architecture of the whole neatly executed. The enclosure forms a square piece of ground where the king's life guard park. Here I put up at the hotel near to which I met with an old acquaintance of the French navy, a captain of one of the divisions of men of war, who was the count of Guichen, whom I met back, had occasion to notice.

RRATIVE

curiosity which I had
 ho agreed to accompany
 o; he was a young noble-
 ed at court. With this
 edgings, in order to visit
 nd to see the royal fam-
 y conductor having first
 guard made some diffi-
 lace yard, notwithstand-
 sign; in consequence of
 e between my conductor
 fe guard. The former
 herican, and had been in
 I was led there merely
 e royal family, &c. After this
 mpany us to the king's
 e, where I saw the king and
 infant. The royal family
 ar mass, (it being sunday
 y handsome man, about
 rk complexion, about a
 y; and has an exceeding
 nce. The queen is beau-
 a Roman nose, light com-
 enance; but I am sorry
 oodness, modesty, virtue,
 hments, necessary in a
 test scrutiny. And were
 which I heard while in
 voluptuousness with the
 e; particularly her in-
 even go so far as to say,
 youngest brother, is the

FANNING'S NAE

father of the present dauphin c
distance from Versailles is an isl
situate in a bay, contiguous to the
let this be as it may, there is ce
and to which the queen has g
Island of Love. To this island
some of the loosest characters of
for the purpose of bathing; the
gallant, and other gentlemen for
I forbear to say anything more
leave the reader to make his own
king's chapel we proceeded on
audience, and through the oth
palace; from whence we visited
a pond of water near by, in wh
Tygers, Lions, and a great va
beasts, and various kinds of serpe
tinually spouting water out of
air, several feet upwards, which
resembling the fall of a rapid wa
spouts is a delightful walk, where
family, with several gentlemen
whom was the count D'Artois, p
gennes. The former is a much
the king, and appeared to be s
The palace at Versailles is situa
which, together with the palace,
Louis XIV. and is said to excel
world. I was told by the offic
guard, that the spot of ground w
now stands, was formerly a pie

*The queen, upon these occasions, ac
leading goddess of the company.

ing the ground only, on French government several ling houses of the village nor elegant as those at ed with families. In the fourteen stories high, in daily in each story.

urned to Paris, and waited klin, who gave me a pass- ay I paid my respects to of the United States; and attorney to collect monies residing in Morlaix and ened my business with him, ublic stage, and set out for arrived at that place, and ad a king's packet, a ship s, which in the late war e I was here waiting for a, I was attacked with the did not get rid of till we

me leisure moments, take and customs of the French idies in this country I cer- and more than the single ladies in and volatile, which in my eat an extreme; particu- lies, a diversion of which he ladies in France have and the United States. in companies* at each pend the evening.

other's houses, and after chatting is served with some delicious and a few glasses of French cordials of instead of tea, constitutes their most wholesomer than that article. The gentlemen commonly make their bread and butter; and sometimes sallad, garlic or onions. Their twenty-four hours is supper. The hanging up poultry of all kinds before the entrails are taken out until it is quite green before it is made fowl and other poultry not to digest; which mode, I must say. Another mode is quite common and that is, stuffing a leg of mutton before it is roasted—this I did not have seen many a French man supper out of bread, wine and soup alone; when at the same twenty meat dishes and fricasees he sat. The French are, notwithstanding their peculiarities, a hospitable, generous people, especially to strangers. As proof I led many a mile in France without victuals or drink; and upon these to shew the people wherever I had a passport, in which I was generally refused, and they would absolutely refuse me, either for victuals, drink, or

They have a custom, which takes place in all the large populous cities and country; which, if I mistake not, is so

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of April, when a representation of the trial, crucifixion, and resurrection of our Saviour is made; but any description which I could give, would fall short of the real scenes exhibited upon this occasion. The reader, therefore, is desired to be content with the following outlines:

At the commencement of this solemn scene, a temporary building is generally erected upon the public square, in which the judge, representing the person who passed sentence of death upon Jesus Christ, sits in a superb chair richly ornamented; the trial then commences, and lasts two or three hours, during which there are persons who act their different parts, so as to represent all those who were any way accessory to his death, or who had been his followers, and so on to the committing of his body* to the place of burial. After the resurrection, a grand procession is formed of all ranks of people, the Roman Catholic priests in the front, one of whom carries in his hands a large silver font or vessel, in the form of an urn, in which is the *Host*. In or near the centre of the procession, is carried upon men's shoulders, a most magnificent pavilion, in which are seated several images; but who they represent I know not. And besides, owing to the curtains at the sides and ends, which are partly drawn together, I had but a slight view of these images, and I always upon such an occasion, withdrew into some house, to avoid the crowd and shun the soldiers. The whole of the military in the town or city where this show is exhibited, are obliged to attend, except such as are unable to walk. The young ladies from six years old and up-

*Which is made of sundry materials, so as to have the appearance of a man.

wards, are for the most part dressed in military uniform on such an occasion. The procession moves to the sound of music, the citizens in the middle and the soldiery upon each side of the street quite full of people. The soldiers have their muskets and bayonets fixed to their rifles. No person at such a time, who should be in the street, has marrow bones in the street, mud on his shoes, or no difference; down he must kneel in that posture, until the greater part of the procession is past; or have a bayonet thrust through his back. It was told, that soldiers upon such occasions were ordered to kill every one who neglected this duty.

After the procession has gone to the end of the streets of the city or town, as the case may be, it sometimes takes up almost a whole day to go to the place from whence they first started, and then disperse to their respective homes. The citizens the rest of the day, and part of the next, receive congratulations and rejoicings; and the soldiers are placed kept up for two or three days, and then successively. But what becomes of the procession is over I was not able to learn.

The winters, in the northern part of France, in my opinion, are not so cold, nor does the snow lie so deep as in Charleston, South Carolina, in the same season of the year; and I never saw the snow more than six inches deep on a level, even in the northern part of France, during my residence there; nor are the frosts so severe in the mentioned place, in that season, as in Charleston.

The French are remarkably fond of

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much so, that they almost worship the mere sound of his name. They generally say he is the best which they ever had, not even excepting Henry IV.

I have often heard the English say, that the French were great cowards, particularly their sailors. In reply to which, I say it is not true. On the contrary, I assert, that they are as brave and courageous as the English sailors, or any others, be they of what nation they may. I have been an eye witness to their bravery in many instances. While I was cruising in French privateers, I used to make it a rule in stationing the men to the carriage guns, to put the French sailors together, and the American sailors also together; that is, to place, say five French to one gun, and the same number of Americans to the next; and so on in this way, there would be Frenchmen to every other gun; and in time of action, I always noticed, that the French behaved with as much courage and bravery, and fired their pieces as often as the Americans; and in several bloody battles that I was in, I never once saw a Frenchman flinch or desert his quarters; but I have, at the same time, seen many an Englishman desert his.

On the 30th day of Sept. I embarked on board of the French ship which I had agreed to go to the United States in, and paid the captain twenty-eight guineas for my passage and stores. In the after part of the day we set sail for New-York, with a fair wind. There were a number of ladies and gentlemen; among the latter was a Mr. St. John, French consul general for the states of New-York, Connecticut, and New Jersey, a man of about sixty years of age, and who spoke good English; a Frenchman, vice consul for the state of Virginia, and his lady; a Mr. Thatcher, an American,

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who had been secretary to an American and another American, by the name of whom I had served on board of the ship. Both of us at that time were mired in that ship. The third day after we were there was the day that my ague and fever returned, (having what is commonly called ague,) I did not experience another attack; this time it entirely forsook me; and I had a very pleasant and agreeable soundings upon the back of Long's Island of water; after which, until our departure, repeated gales of wind, and the weather was very boisterous. The greater part of the crew were unable to do duty, on account of the foul disease, in consequence of which could not endure the cold, and therefore we were driven off the coast of Long Island. Robinson and myself were now ordered to watch, take our turn at the helm, and to perform the duties of board of the ship as seamen until we were promised, by Mr. St. John, that we should have the money, which we were to receive in l'Orient, remitted us on the spot to any port of the United States. We performed the services required of us very faithfully, so much so, that Mr. St. John, in a gale, would not let us sleep below deck, even when it was our watch below; he was so timid, that he would not let us be we were both upon deck; making no deviation from, when the vessel

*This promise was never fulfilled.

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a common wholesail breeze, to keep a constant thumping at our state room doors, until he urged us to turn out and go upon deck; calling us his dear children, good fellows, &c. At this time there were only three French sailors on board of this ship who did their duty, out of fourteen. When the topsails were to be reefed, or sail taken in, Robinson and myself were obliged to take the lead, and the bulk of such duty fell upon us; and in bad weather, one of us was under the necessity of taking the helm. And when we arrived, our hands were so sore, in consequence of such severe duty, which we had been compelled to perform, that we could scarcely touch a rope. They talked of bearing away for the West Indies, several times; and where the captain of the ship would have directed her course, had it not been for our assistance.

About the middle of November, we descried in the Western board, the first division of the British fleet, from New-York, with troops on board. Soon after, we spoke with several of them; out of one of which we got a New-York pilot, which was a lucky circumstance to him, otherwise he must have gone to Halifax, whither the fleet were bound. We were then upon the southernmost part of the south shoal of Nantucket Island. Four days after we arrived at the Hook. No pen, I am sure, could describe the joy I experienced in once more beholding my native Land. The next day we proceeded on to New-York; passed the British fleet of men of war, and transports,* wearing a French ensign and pendant, and came to anchor in the East River, opposite the city. We had just got our sails handed,

*These lying at Staten Island.

FANNING'S NAR

when a boat from the British along side of our ship, with a lieutenant up the ship's side, and asked in a haughty style, where the captain made his appearance upon the quarter. He then asked him, how he dared to show he saw the admiral's flag flying. The captain replied, that he had no British admiral; he knew nothing of him; he cared any thing about him; his name was Fanning, American commander in chief, if you order your pendant hauled down. No, replied the French lieutenant. I'll find a way to make you, too, replied the lieutenant. After these words, he descended the ladder and stepped into his boat, and returned. In the interim, the French captain got permission of the American commander, who, I think, at that time, was to wear his pendant; and felt entirely untroubled by the threats and future conduct of the British. Finally, he paraded his marines upon the deck, consisting of ten in number, with muskets and ordered them to shoot the fire to haul the pendant down. The French upon this occasion were also arranged to give the British a warm reception. The British lieutenant soon after came accompanied by another boat; both appeared to be well armed. He

*I think the admiral's name was D'Estaing the fleet.

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the boat this time; but told the captain, that it was the admiral's orders, that the pendant in question, should be hauled down. The French captain said, Very well, haul it down, if that is your orders. The lieutenant then ordered some of his people to haul it down. When they had got upon the ship's gangway, the marines presented their pieces at them; when they skulked into their boats again, and after a few threats from the lieutenant, the boats returned from whence they came, and the French ship continued to wear her pendant.

FINIS.







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